SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

151

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Sunday, March 4, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

C. E. GAYLORD,
Superintendent.

SANTA BARBARA SUBDIVISION

EASTWARD

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths	THIRD CLASS			FIRST CLASS								Distance from San Francisco	STATIONS
	36 Ventura Los Angeles Passenger	**118** Mixed	**244** Sunset Manifest Freight	**78** Shore Line	**38** Los Angeles and Oxnard Passenger	**72** Daylight	**32** Santa Barbara Los Angeles Passenger	**70** Coaster	**74** Padre	**76** Lark	**102** Sunset Limited		
	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKPWFT Yard			8.55 AM	7.30 PM		4.45 PM	2.10 PM	8.30 AM	6.35 AM	6.10 AM	5.05 AM	370.7	TO-R STA. BARBARA 1.2
			9.00	7.35		4.50	2.15	8.35	6.40	6.15	5.10	371.9	E. STA. BARBARA 1.5
47			9.05	7.37		4.53	2.18	8.37	6.43	6.18	5.13	373.4	BILTMORE 0.5
												373.9	MONTECITO (No Siding) 0.7
							f	f				374.6	MIRAMAR 1.6
P			9.13			4.57	f 2.22		6.47	6.22	5.17	376.2	SUMMERLAND 1.1
93 P			9.18	7.42		4.59	2.24	8.43	6.49	6.24	5.19	377.3	ORTEGA 3.9
46 PW			9.28	7.47		5.04	f 2.29	f 8.49	6.54	6.29	5.24	381.2	TO CARPINTERIA 1.1
												382.3	SEAROAD (Spur) 1.1
44 P			9.34	7.50		5.07	2.32	8.53	6.57	6.32	5.28	383.4	WAVE 1.1
16 P												384.5	BENHAM (Spur) 1.2
44 P			9.42	7.54		5.11	2.36	8.57	7.01	6.36	5.33	385.7	PUNTA 2.9
70 P			9.49	7.58		5.15	2.40	9.01	7.05	6.40	5.37	388.6	SEACLIFF 4.3
44 P			**10.00**	8.04		5.21	2.46	9.08	7.11	6.46	5.43	392.9	DULAH 4.4
P		1.30 PM										397.3	VENTURA JCT. 0.9
54 PW	3.03 PM	s 1.36 PM	**10.30**	s 8.17		**5.34**	s **2.58**	s 9.22	7.22	6.57	f 5.55	398.2	TO VENTURA 1.2
												399.4	ABSCO (Spur) 0.8
												400.2	LEMON 0.8
	f 3.07		10.49	8.22		5.38	3.02	9.26	7 26	7.01	5.59	401.0	EDFU 2.2
48 PY	s 3.12 PM		11.09	**8.26**	7.53 PM	5.41	f 3.06	f **9.38**	7.29	7.04	6.02	403.2	MONTALVO 2.4
												405.6	EL RIO (Spur) 2.2
BKFWYP 63 Yard			11.30	s 8.33	s 8.08 PM	5.47	s 3.14	s 9.46	7.35	7.12	f 6.11	407.8	TO OXNARD 4.3
76 P			11.40 AM	8.39		5.53	3.20	9.52	7.41	7.18	6.17	412.1	LEESDALE 1.5
35												413.6	SUCROSA 3.0
73 P			12.05 PM	8.45		5.59	f 3.26	f **9.58**	7.47	7.24	6.23	416.6	TO CAMARILLO 3.2
41 P			12.20	8.49		6.03	3.31	10.03	7.52	7.29	6.29	419.8	TO SOMIS 3.1
71 P			12.35	8.54		6.07	3.36	10.08	7.57	7.34	6.34	422.9	LAGOL 4.2
73 PW			**12.55**	9.00		6.13	f 3.43	f 10.16	8.04	7.42	6.42	427.1	TO MOORPARK 5.1
70 P			1.14	**9.08**		6.20	3.51	10.24	8.12	7.51	6.51	432.2	STRATHEARN 1.3
18 P							f	f				433.5	SIMI 4.0
55 P			1.30	**9.18**		6.28	f 4.00	f 10.33	8 20	8.01	7.00	437.5	TO SANTA SUSANA 3.5
78 P			1.45	**9.28**		6.34	4.06	10.40	8.26	8.09	7.07	441.0	HASSON 4.5
W 90 E 53 PW			2.05	9.38		6.44	f **4.15**	f 10.50	**8.38**	8.22	7.16	445.5	TO CHATSWORTH 4.4
E 51 W 51 P			2.20	9.45		6.50	f 4.23	f 10.58	8.46	**8.32**	7.23	449.9	TO ZELZAH 4.2
E 51 W 51			2.30	9.52		6.56	4.30	**11.04**	**8.54**	8.38	7.29	454.1	RAYMER 0.9
I							f					455.0	Crossing P. E. Ry. 3.4
E 49 W 50 P			2.40	10.00		**7.03**	4.38	11.11	9.01	**8.44**	7.36	458.4	HEWITT 4.3
Pl			2.55 PM	10.08 PM		7.12 PM	4.46 PM	11.18 AM	9.08 AM	8.53 AM	7.42 AM	462.7	TO-R BURBANK JCT.
	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92.0)
	(0.09) 33.33	(0.06) 9.00	(6.00) 18.40	(2.38) 34.93	(0 15) 18 40	(2.27) 37.55	(2.36) 35.38	(2 48) 32.85	(2 33) 36 07	(2.43) 33.86	(2.37) 35.15		........................Time Over District .... Average speed per hour

Double Track

Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	El Paso		Daily
70	Somis	Receive	Los Angeles		Daily
76	Montalvo	Discharge	Santa Paula Branch points		Daily

Westward trains are superior to trains of the same class in the opposite direction.

SANTA BARBARA SUBDIVISION.

WESTWARD

Time Table No. 151

March 4, 1928

	STATIONS		Distance from Burbank Jct.	FIRST CLASS							THIRD CLASS			
				71	77	31	101	73	75	69	39	35	121	243
				Daylight	Shore Line	Los Angeles Santa Barbara Passenger	Sunset Limited	Padre	Lark	Coaster	Oxnard and Los Angeles Passenger	Los Angeles Ventura Passenger	Mixed	Sunset Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
TO-R	STA. BARBARA (Double Track)	1.2	92.0	10.40AM	s 11.23AM	s 6.30PM	s 9.30PM	s 10.45PM	s 11.08PM	s 11.40PM				5.00PM
	E. STA. BARBARA (Double Track)	1.5	90.8	10.35	11.16	6.25	9.24	10.40	11.00	11.33				4.44
	BILTMORE	0.5	89.3	10.31	11.12	6.20	9.20	10.36	10.57	11.28				4.35
	MONTECITO (No Siding)	0.7	88.8											
	MIRAMAR	1.6	88.1			f				f				
	SUMMERLAND	1.1	86.5	10.26	11.07	f 6.12	9.15	10.31	10.53	11.18				4.20
	ORTEGA	3.9	85.4	10.24	11.05	6.10	9.13	10.29	10.51	11.15				4.15
TO	CARPINTERIA	1.1	81.5	10.19	f 11.00	s 6.04	9.08	10.24	10.45	11.10				4.05
	SEAROAD (Spur)	1.1	80.4											
	WAVE	1.1	79.3	10.16	10.55	5.59	9.04	10.20	10.40	11.06				3.55
	BENHAM (Spur)	1.2	78.2											
	PUNTA	2.9	77.0	10.11	10.51	5.55	8.59	10.16	10.35	11.01				3.40
	SEACLIFF	4.3	74.1	10.06	10.47	5.51	8.54	10.12	10.30	10.56				3.30
	DULAH	4.4	69.8	**10.00**	10.41	5.45	8.48	10.06	10.24	10.50				3.13
	VENTURA JCT.	0.9	65.4										s 10.44AM	
TO	VENTURA	1.2	64.5	9.48	s **10.30**	s **5.34**	f 8.37	9.55	10.13	s 10.38		s 10.15AM	10.38AM	**2.58**
	ABSCO (Spur)	0.8	63.8											
	LEMON	0.8	62.5											
	EDFU	2.2	61.7	9.42	10.22	5.20	8.30	9.51	10.08	10.29		f 10.07		2.34
	MONTALVO	2.4	59.5	**9.38**	10.19	5.17	**8.26**	9.48	10.05	f 10.26	s 6.56AM	10.03AM		2.25
	EL RIO (Spur)	2.2	57.1								f			
TO	OXNARD	4.3	54.9	9.32	s 10.13	s 5.11	f 8.14	9.42	9.59	s 10.20	6.45AM			2.05
	LEESDALE	1.5	50.6	9.26	10.04	5.03		9.35	9.52	10.10				1.45
	SUCROSA	3.0	49.1											
TO	CAMARILLO	3.2	46.1	9.20	f **9.58**	f 4.57	8.02	9.29	9.46	f 10.03				1.30
TO	SOMIS	3.1	42.9	9.16	f 9.50	f 4.53	7.58	9.25	9.42	9.58				1.20
	LAGOL	4.2	39.8	9.12	9.46	4.49	7.54	9.21	9.38	9.54				1.10
TO	MOORPARK	5.1	35.6	9.06	f 9.40	f 4.43		9.15	9.32	f 9.48				**12.55**
	STRATHEARN	1.3	30.5	8.59	f 9.32	4.36	7.42	**9.08**	9.25	9.41				12.37
	SIMI	4.0	29.2		f	f								
TO	SANTA SUSANA	3.5	25.2	8.52	f 9.24	f 4.29		8.56	**9.18**	9.34				12.25
	HASSON	4.5	21.7	8.47	9.18	4.24	7.31	8.51	9.07	**9.28**				12.05PM
TO	CHATSWORTH	4.4	17.2	**8.38**	9.09	f **4.15**	7.22	8.41	8.58	9.11				11.40AM
TO	ZELZAH	4.2	12.8	**8.32**	f 9.02	f 4.07	7.16	8.34	8.50	f 9.04				11.20
	RAYMER	0.9	8.6	8.24	**8.54**	4.01	7.10	8.28	8.43	8.57				**11.04**
	CROSSING P. E. RY.	3.4	7.7			f								
	HEWITT	4.3	4.8	8.18	**8.44**	3.54	**7.03**	8.21	8.36	8.50				10.25
TO-R	BURBANK JCT.		0.0	8.12AM	8.30AM	3.48PM	6.54PM	8.14PM	8.29PM	8.44PM				10.00AM
	(92.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	Time Over District			(2.28)	(2.53)	(2.42)	(2.36)	(2.31)	(2.39)	(2.56	(0.11)	(0.12)	(0.06)	(7.00)
	Average speed per hour			37.29	31.90	34.07	35.38	36.55	34.06	31.36	25.09	25.00	9.00	13.14

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
101	Any Station	Discharge		El Paso	Daily
77	Somis	Unload meat express			Daily
69	Carpinteria	Discharge		Los Angeles	Daily
69	Carpinteria	Receive	Salinas or where scheduled stop		Daily
73	Oxnard-Ventura	Receive	Ogden		Daily

SANTA BARBARA SUBDIVISION.

EASTWARD

Time Table No. 151

March 4, 1928

SECOND CLASS

Capacity sidings in car lengths	264	262	252	244	322	258	Distance from San Francisco	STATIONS	
	Freight	Freight	Sunset Manifest Freight	Sunset Manifest Freight	Local Freight	Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex Monday	Leave Daily			
W80 Yard E73 BKWFYP	9.50PM	4.00PM	3.30PM		9.30AM	3.52AM	450.6	TO-R SAUGUS	2.4
66 P	**10.09**	4.10	3.40		9.38	4.01	453.0	TO NEWHALL	0.7
80							453.7	ELAYON	0.7
							454.4	WALTZ JUNC.	2.2
60 P	10.24	4.29	4.06		**10.00**	**4.25**	456.6	TO TUNNEL	2.6
85 P	10.34	4.39	4.18		10.10	4.37	459.2	SYLMAR	2.6
100 BKWFTP	10.45	4.51	4.33		10.25	4.51	461.8	TO-R SAN FERNANDO	0.7
							462.5	JOKO (Spur)	0.9
86 P	10.50	5.00	4.43		10.30	4.56	463.4	PACOIMA	2.2
P							465.6	WAHOO (Spur)	2.3
66 P	11.02	5.18	5.00		10.42	5.08	467.9	ROSCOE	3.7
64 PI	11.13	5.33 5.38	5.15	2.55PM	**10.53**	5.19	471.6	TO-R BURBANK JCT.	0.5
45 PWY							472.1	BURBANK	2.2
							474.3	SEPULVEDA (Spur)	0.7
							475.0	WEST GLENDALE	2.1
P							477.1	GLENDALE	0.2
I							477.3	Crossing P. E. Ry.	0.6
							477.9	INDUSTRIAL (Spur)	1.4
							479.3	TAYLOR (Spur)	0.4
Yard BKTWFP	11.40PM	6.05PM	5.45PM	4.15PM	11.20AM	5.45AM	479.7	TO-R LOS ANGELES YD	2.2
IY							481.9	RIVER STA. TOWER	0.6
I							482.5	NAUD JCT.	1.2
Yard BKYWTP							483.7	TO-R LOS ANGELES	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily		(33.1)	
	(1.50) 15.92	(2.05) 13.96	(2.15) 12.93	(1.20) 7.65	(1.50) 15.81	(1.53) 15.54		Time over district Average speed per hour	

FIRST CLASS

52	78	72	36	58	32	70	34	74	76	26	60	102	56	Distance from San Francisco	STATIONS
San Joaquin	Shore Line	Daylight	Ventura Los Angeles Passenger	Sequoia	Santa Barbara Los Angeles Passenger	Coaster	Oxnard and Los Angeles Passenger	Padre	Lark	Owl	West Coast	Sunset Limited	Tehachapi		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
10.05PM			5.05PM	5.00PM			8.35AM			7.35AM	7.05AM		6.10AM	450.6	TO-R SAUGUS
10.09			s5.10	5.04			s 8.41			7.39	7.10		f 6.15	453.0	TO NEWHALL
							8.49							453.7	ELAYON
														454.4	WALTZ JUNC.
10.19			f5.20	5.15			f 8.57			7.50	7.22		6.30	456.6	TO TUNNEL
10.23			f5.25	5.19			f 9.01			7.54	7.27		6.34	459.2	SYLMAR
10.28			s5.31	f 5.24			s 9.06			**8.00**	7.33		s 6.41	461.8	TO-R SAN FERNANDO
														462.5	JOKO (Spur)
10.31			f5.36	5.27			f 9.10			8.04	7.38		f 6.45	463.4	PACOIMA
														465.6	WAHOO (Spur)
10.37			f **5.46**	5.33			f **9.16**			8.10	**7.45**		f 6.55	467.9	ROSCOE
10.42	10.08PM	7.12PM	5.53	5.38	4.46PM	11.18AM	9.21	9.08AM	8.53AM	8.15	7.52	7.42AM	7.02	471.6	TO-R BURBANK JCT.
10.43	10.09	7.13	s5.54	5.39	s 4.48	f11.19	s 9.23	9.09	8.54	8.16	7.53	7.43	s 7.03	472.1	BURBANK
														474.3	SEPULVEDA (Spur)
														475.0	WEST GLENDALE
s10.50	s10.18	7.20	s6.04	s 5.45	s 4.57	s11.28	s 9.31	s 9.18	s 9.03	s 8.25	s 8.02	s7.50	s 7.12	477.1	GLENDALE
														477.3	Crossing P. E. Ry.
														477.9	INDUSTRIAL (Spur)
														479.3	TAYLOR (Spur)
			s				s							479.7	TO-R LOS ANGELES YD
11.02	10.32	7.32	6.17	5.57	5.11	11.42	9.42	9.32	9.17	8.37	8.17	8.02	7.27	481.9	RIVER STA. TOWER
11.06	10.36	7.36	6.21	6.01	5.16	11.46	9.46	9.36	9.21	8.41	8.21	8.06	7.31	482.5	NAUD JCT.
s11.15PM	s10.45PM	s7.45PM	s6.30PM	s 6.10PM	s 5.25PM	s11.55AM	s 9.55AM	s 9.45AM	s 9.30AM	s 8.50AM	s 8.30AM	s8.15AM	s 7.40AM	483.7	TO-R LOS ANGELES
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.1)
(1.10) 28.37	(0.37) 19.61	(0.33) 22.00	(1.25) 23.35	(1.10) 28.37	(0.39) 18.61	(0.37) 19.61	(1.20) 24.82	(0.37) 19.61	(0.37) 19.61	(1.15) 26.48	(1.25) 23.35	(0.33) 22.00	(1.30) 22.07		Time over district Average speed per hour

Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Burbank Jct., apply at end of double track.

At Saugus: San Joaquin Division time table schedules and train orders apply at the east switch of the eastward siding.

Los Angeles Division time table schedules and train orders apply at the Junction switch of the Santa Paula Line.

The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	El Paso		Daily
26, 60	Saugus	Discharge		Fresno	Daily
60	San Fernando	Discharge		Lathrop	Daily
60	Burbank	Discharge	Coast Line Points	Lathrop	Daily
78	Burbank	Discharge		Any Station	Daily
58	Any Station	Discharge		West of Saugus	Daily
58	Los Angeles Yard	Discharge		Deadhead Crews	Daily

SANTA BARBARA SUBDIVISION.

WESTWARD

	Time Table No. 151 March 4, 1928	Distance from Los Angeles	FIRST CLASS														THIRD CLASS					
			35	71	51	77	57	31	37	25	59	101	73	75	69	55	261	323	243	251	255	263
			Los Angeles Ventura Passenger	Daylight	San Joaquin	Shore Line	Sequoia	Los Angeles SantaBarbara Passenger	Los Angeles Oxnard Passenger	Owl	West Coast	Sunset Limited	Padre	Lark	Coaster	Tehachapi	Freight	Local Freight	Sunset Manifest Freight	Sunset Manifest Freight	Freight	Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Block Signals	TO-R SAUGUS 2.4	33.1	s 8.23AM		f 8.55AM		s 1.28PM		s 6.22PM	7.10PM	s 7.30PM					s 12.40AM	4.53AM	10.25AM		1.10PM	8.20PM	1.45AM
	TO NEWHALL 0.7	30.7	s 8.19		8.50		f 1.22		s 6.18	7.06	7.24					f 12.35	4.43	10.18		12.45	8.10	1.35
	ELAYON 0.7	30.0			8.49																	
	WALTZ JUNO. 2.2	29.3																				
	TUNNEL 2.6	27.1	f 8.10		8.41		1.11		f 6.09	6.55	7.14					12.23	4.25	10.00		12.20	7.55	1.17
	SYLMAR 2.6	24.5	8.05		8.36		1.05		f 6.03	6.49	7.06					12.16	4.10	9.50		12.06PM	7.47	1.07
	TO-R SAN FERNANDO 0.7	21.9	s 8.00		8.32		s 1.01		s 5.58	6.45	7.00					s 12.10	3.59	9.41		11.52AM	7.40	12.54
	JOKO (Spur) 0.9	21.2																				
	PACOIMA 2.2	20.3	f 7.52		8.29		12.56		f 5.53	6.42	6.56					12.04AM	3.44	9.26		11.35	7.25	12.39
	WAHOO (Spur) 2.3	18.1																				
	ROSCOE 3.7	15.8	f 7.45		8.23		12.49		f 5.46	6.35	6.48					11.56PM	3.32	9.16		11.12	7.15	12.27
Double Track	TO-R BURBANK JCT. 0.5	12.1	7.32	8.12AM	8.18	8.30AM	12.43	3.48PM	5.38	6.29	6.41	6.54PM	8.14PM	8.29PM	8.44PM	11.49	3.21	8.50	10.00AM	10.53	7.05	12.15AM
	BURBANK 2.2	11.6	s 7.31	8.11	8.17	s 8.29	s 12.42	f 3.47	s 5.36	6.28	6.40	6.53	8.13	8.28	f 8.43	f 11.48						
	SEPULVEDA (Spur) 0.7	9.4																				
	WEST GLENDALE 2.1	8.7																				
	GLENDALE 0.2	6.6	s 7.23	8.05	s 8.11	s 8.21	s 12.34	s 3.39	s 5.25	s 6.21	s 6.33	s 6.46	s 8.06	s 8.21	s 8.36	s 11.40						
	CROSSING P. E. RY. 0.6	6.4																				
	INDUSTRIAL (Spur) 1.4	5.8																				
	TAYLOR (Spur) 0.4	4.4																				
	TO-R LOS ANGELES YD 2.2	4.0	s						s								3.00AM	8.25AM	9.15AM	10.00AM	6.40PM	11.50PM
	RIVER STA. TOWER 0.6	1.8	7.13	7.58	8.03	8.13	12.23	3.28	5.13	6.13	6.23	6.38	7.58	8.13	8.28	11.28						
	NAUD JCT. 1.2	1.2	7.09	7.54	7.59	8.09	12.19	3.24	5.09	6.09	6.19	6.34	7.54	8.09	8.24	11.24						
	TO-R LOS ANGELES	0.0	7.00AM	7.45AM	7.50AM	8.00AM	12.10PM	3.15PM	5.00PM	6.00PM	6.10PM	6.25PM	7.45PM	8.00PM	8.15PM	11.15PM						
	(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over district....................		(1.23)	(0.27)	(1.05)	(0.30)	(1.18)	(0.33)	(1.22)	(1.10)	(1.20)	(0.29)	(0.29)	(0.29)	(0.29)	(1.25)	(1.53)	(2.00)	(0.45)	(3.10)	(1.40)	(1.55)
	Average speed per hour....................		23.93	26.81	30.55	24.20	25.46	22.00	24.21	28.37	24.82	25.04	25.04	25.04	25.04	27.20	15.50	14.60	13.60	9.85	17.52	15.23

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Burbank Jct., apply at end of double track.

At Saugus: San Joaquin Division time table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division time table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
101	Any Station	Discharge		El Paso	Daily
25	San Fernando	Receive	Port Costa where scheduled stop		Daily
25	Saugus	Receive	Fresno		Daily
57	Los Angeles Yard	Receive	Deadhead Crews		Daily
59	Burbank-San Fernando	Receive	Mojave		Daily
59	Saugus	Receive	Fresno		Daily

LOS ANGELES SUBDIVISION.

EASTWARD

Capacity Sidings in Car Lengths	THIRD CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 151 March 4, 1928
	242	244	94	92	46	2	4	104	12	102		
	Manifest Freight	Sunset Manifest Freight	Freight	Los Angeles Manifest Freight	Imperial	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard BKTWFP	10.00PM	7.15PM	6.00PM	2.00AM							479.8	TO-R LOS ANGELES YARD 2.1
IY	10.15	7.30	6.15	2.15							481.9	RIVER STATION TOWER 1.8
Yard BKYWTP					11.30PM	6.30PM	6.00PM	3.00PM	10.02AM	10.00AM	483.7	TO-R LOS ANGELES 1.2
I					11.39	6.39	6.09	3.09	10.11	10.09	482.5	NAUD JCT. 0.4
											482.4	MISSION JCT. 0.1
I											482.5	CROSSING A. T. & S. F. RY. 0.1
											482.6	CROSSING L. A. & S. L. RY. 2.0
					11.57PM	6.57	6.27	3.27	10.32	10.27	484.6	AURANT 3.1
E 67 P W 70	10.40	7.55	6.37	2.40	f 12.03AM	7.03	6.32	f 3.33	10.38	10.32	487.7	TO ALHAMBRA 1.6
52	10.43	7.58	6.40	2.43							489.3	STONEMAN 1.3
60 P	10.46	8.01	6.43	2.46	12.08	7.08	6.36	**3.37**	10.43	10.36	490.6	SAN GABRIEL 2.6
51 P	10.51	8.06	6.48	2.51							493.2	SAVANNA 1.4
79 P	10.54	8.09	6.55	2.54	f 12.15	7.15	6.42	3.43	10.49	10.42	494.6	TO EL MONTE 0.4
											495.0	CROSSING P. E. RY. 2.3
96 PW	10.59	8.14	7.04	2.59	f 12.20	7.19	6.46	3.47	10.53	10.46	497.3	TO BASSETT 3.4
86 P	11.05	8.28	7.11	3.05	f				**11.00**		500.7	TO PUENTE 2.8
73 P	11.13	8.40	**7.29**	3.13	12.30	**7.29**	6.54	**4.00**	11.06	**10.54**	503.5	MARNE 3.3
60 P	11.22	8.55	7.39	3.23	f **12.36**	7.35	6.58	4.07	11.12	10.58	506.8	TO WALNUT 3.9
75 P	11.33	9.11	7.50	**3.34**	f 12.42	7.41	7.03	4.14	11.19	11.03	510.7	SPADRA 3.6
Yard WTP	**11.50PM**	9.30	8.06	3.50	s 12.51	f 7.49	7.10	f 4.23	11.28	11.10	514.3	TO POMONA 0.1
											514.4	CROSSING P. E. RY. 3.4
76 P	12.01AM	9.40	8.15	4.00	12.58	7.56	7.17	4.30	11.35	11.17	517.8	NAROD 2.4
107 P	12.12	9.48	8.23	**4.12**	s 1.07	f 8.03	7.21	f 4.36	11.41	11.21	520.2	TO ONTARIO 3.6
73 PW	12.20	9.55	8.30	4.36	f 1.13	8.09	7.26	4.42	11.47	11.26	523.8	TO GUASTI 2.3
											526.1	VIENTO (Spur) 1.4
82 P	12.29	10.03	8.38	4.48	f						527.5	ETIWA 2.2
60 PY	12.34	10.08	8.43	4.53	f 1.20	8.16	7.33	4.50	11.55AM	11.33	529.7	TO DEOLEZ 2.4
73 P	12.44	**10.16**	8.51	5.03							532.1	AILSA 2.5
PI											534.6	CROSSING P. E. RY. 0.1
75 P	12.53	10.23	8.59	5.13	f 1.27	8.22	7.39	4.57	12.02PM	11.39	534.7	TO BLOOMINGTON 4.0
I											538.7	CROSSING A. T. & S. F. RY. 0.0
											538.7	CROSSING L. A. & S. L. RY. 0.3
Yard BKYWFTP	1.10AM	10.40PM	9.15PM	**5.24**AM	s **1.35**AM	s 8.30PM	s 7.47PM	s 5.05PM	s 12.10PM	s 11.47AM	539.0	TO-R COLTON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(59.2)
	(3.10) 18.69	(3.25) 17.32	(3.15) 18.21	(3.24) 17.41	(2.05) 29.53	(2.00) 29.00	(1.47) 32.63	(2.05) 29.53	(2.08) 27.28	(1.47) 32.63		....................Time Over District .... Average speed per hour

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Alhambra apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102 & 4	Alhambra	Receive	Phoenix		Daily
102 & 12	Any Station	Receive	El Paso		Daily
12	Alhambra-Pomona Ontario	Receive	Where Scheduled Stop		Daily
12	Alhambra	Receive	Mecca		Daily
12	Pomona-Ontario	Discharge		Los Angeles	Daily
4	Any Station	Receive	Hutchison		Daily
104	Any Station	Receive	Tucson		Daily
2	Any Station	Receive	Yuma		Daily

WESTWARD

Time Table No. 151
March 4, 1928

STATIONS	Distance from Colton	FIRST CLASS						THIRD CLASS		
		45	**1**	**3**	**103**	**11**	**101**	**243**	**241**	**91**
		Imperial	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Sunset Manifest Freight	Manifest Freight	Los Angeles Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R LOS ANGELES YARD 2.1	59.2							6.00AM	5.00PM	3.00AM
RIVER STATION TOWER 1.8	57.1							5.45	4.40	2.40
TO-R LOS ANGELES 1.2	58.2	s 6.00AM	s 7.35AM	s 9.30AM	s 10.25AM	s 12.01PM	s 5.00PM			
NAUD JCT. 0.4	57.0	5.51	7.26	9.21	10.16	11.52AM	4.51			
MISSION JCT. 0.1	56.6									
CROSSING A.T & S.F. RY. 0.1	56.5									
CROSSING L.A.& S.L. RY. 2.0	56.4									
AURANT 3.1	54.4	5.32	7.07	9.02	9.57	11.33	4.32			
TO ALHAMBRA 1.6	51.3	f 5.25	7.01	8.56	f 9.49	f 11.27	4.25	5.11	3.59	2.15
STONEMAN 1.3	49.7	f 5.18	6.56	8.53	9.43	11.22		5.07	3.45	2.10
SAN GABRIEL 2.6	48.4	f 5.15	6.54	8.51	f 9.40	11.19	4.19	5.02	3.37	2.05
SAVANNA 1.4	45.8	f 5.08	6.49	8.46	9.34	11.14		4.55	3.19	1.55
TO EL MONTE 0.4	44.4	f 5.05	6.46	8.43	f 9.31	11.11	4.13	4.50	3.15	1.50
CROSSING P. E. RY. 2.3	44.0									
TO BASSETT 3.4	41.7	f 4.59	6.42	8.39	9.26	11.06	4.09	4.40	3.06	1.40
TO PUENTE 2.8	38.3	f 4.53	6.37	8.34	f 9.21	**11.00**		4.25	2.53	1.27
MARNE 3.3	35.5	4.47	6.32	8.29	9.15	**10.54**	**4.00**	4.10	2.44	1.13
TO WALNUT 3.9	32.2	f 4.42	6.27	8.24	9.10	10.47	3.56	3.55	2.32	**12.36**
SPADRA 3.6	28.3	f 4.36	6.21	8.18	9.04	10.42	3.51	**3.34**	2.20	12.10AM
TO POMONA 0.1	24.7	f 4.29	6.14	8.11	8.57	f 10.35	3.44	3.15	2.05	**11.50**PM
CROSSING P. E. RY. 3.4	24.6									
NAROD 2.4	21.2	f 4.19	6.05	8.04	8.48	10.28	3.37	2.58	1.48	11.36
TO ONTARIO 3.6	18.8	f **4.12**	6.00	7.59	8.43	f 10.23	3.33	2.46	1.36	11.20
TO GUASTI 2.3	15.2	f 4.03	5.54	7.53	8.37	f 10.17	3.27	2.35	1.25	10.56
VIENTO (Spur) 1.4	12.9									
ETIWA 2.2	11.5	f 3.56	5.48	7.48	8.31	10.11		2.22	1.13	10.38
TO DECLEZ 2.4	9.3	f 3.52	5.45	7.45	f 8.28	10.08	3.20	2.17	1.08	10.30
AILSA 2.5	6.9	3.48	5.42	7.42	8.24	10.04		2.11	1.02	**10.16**
CROSSING P. E. RY. 0.1	4.4									
TO BLOOMINGTON 4.0	4.3	f 3.44	5.38	7.38	8.20	10.00	**3.14**	1.55	12.50	9.55
CROSSING A. T. & S. F. RY. 0.0	0.3									
CROSSING L.A.&S.L.RY. 0.3	0.3									
TO-R COLTON	0.0	3.35AM	**5.29**AM	7.29AM	8.10AM	9.50AM	3.06PM	**1.35**AM	12.30PM	9.30PM
(59.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over district........................		(2.25)	(2.06)	(2.01)	(2.15)	(2.11)	(1.54)	(4.25)	(4.30)	(5.30)
Average speed per hour....................		24.08	27.71	28.86	25.86	26.65	30.63	13.11	13.15	10.76

Double Track

Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1 & 11	Any Station	Discharge		El Paso	Daily
1	Ontario-Pomona Puente-El Monte Alhambra	Discharge		Yuma	Daily
3	Alhambra	Discharge		Phoenix	Daily
3	Any Station	Discharge		Hutchison	Daily
101 & 103	Any Station	Discharge		Tucumcari-San Antonio	Daily
101	Alhambra	Discharge		From Palm Springs	Daily
1 & 101	Ontario-Pomona	Receive	Santa Barbara		Daily
103	Guasti	Receive	Load Express		Daily

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Alhambra apply at end of double track.

COLTON SUBDIVISION.

EASTWARD

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS						Distance from San Francisco			
	92	126	242	244	2	4	104	12	102	46				
	Los Angeles Manifest Freight	Freight	Manifest Freight	Sunset Manifest Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Imperial				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**
Yard BKYWFPT	6.00AM	11.30PM	2.55AM	12.01AM	8.35PM	**7.52**PM	5.10PM	12.15PM	11.52AM	1.40AM	539.0		TO-R	COLTON 0.0
											539.0	Block Signals		CROSSING P. E. RY. 3.6
79 P	6.12	11.41	**3.12**	12.12	8.41	7.58	5.16	12.22	11.58AM	f 1.46	542.6			LOMA LINDA 1.9
71 P	6.20	11.53PM	3.20	**12.25**	8.45	8.02	5.20	12.26	12.02PM	f 1.50	544.5		TO	BRYN MAWR 1.8
71 P	6.26	**12.01**AM	3.26	12.31	8.49	8.05	f 5.24	12.30	12.05	f 1.54	546.3			REDLANDS 2.8
E 71 W 71 P	6.40	12.13	3.38	12.43	8.57	8.13	5.33	12.37	12.13	f 2.03	549.1			ORDWAY 3.6
E 71 W 74 PW	**7.03**	12.26	3.51	12.56	9.07	8.23	5.43	12.48	12.23	f 2.14	552.7		TO	EL CASCO 2.7
77 P	**7.29**	12.38	4.03	1.09	9.14	8.29	5.50	12.54	12.29	2.20	555.4			HAIG 1.8
71 P	7.49	12.48	4.13	1.19	9.19	8.34	5.55	1.00	12.34	f 2.25	557.2			HINDA 2.5
73 P	8.01	12.59	4.24	1.31	9.28	8.42	6.04	1.08	12.42	**2.33**	559.7			NICKLIN 2.3
Yard WYFPK	**8.35**	1.22	**4.48**	1.54	f 9.37	8.49	f **6.12**	f 1.18	12.49	s 2.43	562.0		TO-R	BEAUMONT 3.5
81 P	**8.58**	1.34	5.00	**2.14**	9.43					2.49	565.5			PERSHING 2.7
120 P	9.19	**2.05**	5.09	2.25	f 9.49	8.59	6.22	1.29	12.59	s 2.55	568.2		TO	BANNING 3.3
72 P	9.30	2.16	5.20	2.37	9.54	9.04	6.27	1.34	1.04	3.00	571.5			OWL 2.6
E 71 W 71 PW	9.49	2.36	5.39	**3.04**	**9.58**	9.08	6.31	1.38	1.08	f **3.04**	574.1		TO	CABAZON 2.1
77 P	9.56	2.43	5.47	3.12	10.02			**1.43**		3.08	576.2			MONS 2.4
70 P	10.04	2.51	**5.57** **6.26**	3.20	10.06	**9.15**	6.38	1.47	1.15	3.12	578.6			FINGAL 4.0
E 70 W 70 PW	10.35	3.05	**6.40**	**3.50**	f 10.12	9.21	f 6.44	f 1.55	f **1.23**	f 3.19	582.6		TO	PALM SPRINGS 2.8
76 P	10.53	3.15	6.50	4.01	10.17					f 3.24	585.4			HUGO 2.7
E 72 W 75 PYW	11.12	**3.34**	7.09	4.20	10.24	9.30	6.53	2.05	1.32	f **3.34**	588.1		TO	GARNET 3.5
72 P	11.21	3.43	7.18	4.29	10.29			2.11			591.6			SALVIA 3.5
71 P	11.30	3.52	**7.34**	4.38	10.34	9.39	7.02	2.16	1.41	3.43	595.1			RIMLON 3.9
71 P	11.50	4.12	7.52	**4.58**	10.39	9.44		2.22		f	599.0		TO	EDOM 2.5
72 P	11.56AM	4.18	7.57	**5.13**	10.43	9.48	**7.10**	2.26	1.49	f 3.51	601.5			DRY CAMP 5.0
72 P	12.15PM	**4.30**	8.08	**5.30**	10.50	9.54	7.16	**2.34**		f 3.57	606.5			MYOMA 4.4
Yard BKWYFP	**12.26**PM	4.45AM	8.20AM	5.45AM	s 10.59PM	s 10.02PM	s 7.25PM	s 2.43PM	s **2.03**PM	s **4.05**AM	610.9		TO-R	INDIO
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.9)
	(6.26) 11.18	(5.15) 13.69	(5.25) 13.27	(5.44) 12.57	(2.24) 29.96	(2.10) 33.18	(2.15) 31.95	(2.28) 29.08	(2.11) 32.93	(2.25) 29.75				.... Time over district .... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
12, 104, 2	Redlands	Receive	Points where scheduled stop		Daily
102, 12, 2	Any Station	Receive	El Paso		Daily
102	Redlands	Discharge		West of Los Angeles	Daily
12, 2	Redlands	Discharge		Los Angeles	Daily
12	Banning	Discharge		Los Angeles	Daily
12	Banning	Receive	Imperial Valley points		Daily
2	Any Station	Receive	Phoenix		Daily
4	Any Station	Receive	Hutchison		Daily
4	Palm Springs	Receive	El Paso		Daily
10	Any Station	Receive	Tucson		Daily

COLTON SUBDIVISION.

WESTWARD

Time Table No. 151 March 4, 1928				Distance from Indio	FIRST CLASS						THIRD CLASS		
					45	1	3	103	11	101	241	91	243
					Imperial	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Manifest Freight	Los Angeles Manifest Freight	Sunset Manifest Freight
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	TO-R	COLTON	0.0	71.9	s 3.20 AM	s 5.24 AM	s 7.24 AM	s 8.05 AM	s 9.45 AM	s 3.01 PM	10.05 AM	**7.47 PM**	12.50 AM
		CROSSING P. E. RY.	3.6	71.9									
Block Signals		LOMA LINDA	1.9	68.3	f **3.12**	5.18	7.18	f 7.57	9.39	2.54	9.50	7.30	12.35
	TO	BRYN MAWR	1.8	66.4	f 3.08			f 7.52			9.44	7.24	**12.25**
		REDLANDS	2.8	64.6	f 3.04	5.13	7.13	f 7.48	9.34	2.49	9.39	7.19	**12.01 AM**
		ORDWAY	3.6	61.8	f 2.57			7.40	**9.29**		**9.29**	7.09	11.45 PM
	TO	EL CASCO	2.7	58.2	f 2.49	5.03	**7.03**	7.34	9.23	2.37	9.07	6.46	11.23
		HAIG	1.8	55.5	2.42			**7.29**			8.58	6.36	11.14
		HINDA	2.5	53.7	f 2.38	4.56	6.56	7.26	9.16	2.29	8.52	6.30	11.07
		NICKLIN	2.3	51.2	**2.33**	4.52	6.52	7.22	9.12	2.25	8.43	6.21	10.58
	TO-R	BEAUMONT	3.5	48.9	s 2.24	f **4.48**	6.48	s 7.18	f 9.08	2.21	**8.35**	**6.12**	10.50
		PERSHING	2.7	45.4	**2.14**	4.40	6.40	7.08	**8.58**	2.14	8.14	5.50	10.35
	TO	BANNING	3.3	42.7	s **2.05**	f 4.32	6.33	s 7.00	8.50	2.08	7.59	5.35	10.22
		OWL	2.6	39.4	1.54	4.23	6.23	6.50	8.40	1.59	7.44	5.20	10.10
	TO	CABAZON	2.1	36.8	f 1.45	4.15	6.16	6.42	8.32	1.51	7.29	5.05	**9.58**
		MONS	2.4	34.7	1.36	4.07	6.09	6.34	8.24	**1.43**	7.07	4.43	9.30
		FINGAL	4.0	32.8	1.28	3.59	**6.02**	**6.26**	8.16	1.35	6.55	4.31	**9.15**
	TO	PALM SPRINGS	2.8	28.3	f 1.18	f **3.50**	5.53	f 6.17	8.07	f **1.23**	**6.40**	4.16	8.51
		HUGO	2.7	25.5	f 1.07	3.42	5.45	**6.09**	7.58	1.15	**6.09**	4.01	8.31
	TO	GARNET	3.5	22.8	s 12.58	**3.34**	5.37	6.01	7.50	1.07	5.48	3.46	8.16
		SALVIA	3.5	19.3	12.48	3.24	**5.27**	5.51	7.40	12.58	**5.27**	3.25	7.55
		RIMLON	3.9	15.8	12.42	3.18	5.22	5.45	**7.34**	12.53	5.09	3.11	7.39
	TO	EDOM	2.5	11.9	f 12.36	3.13	5.17	5.40	7.29	12.48	**4.58**	3.00	7.25
		DRY CAMP	5.0	9.4	f 12.31	3.09	**5.13**	5.36	7.25	12.44	4.43	2.47	**7.10**
		MYOMA	4.4	4.4	f 12.24	3.03	5.07	**5.30**	7.18	12.38	**4.30**	**2.34**	6.48
	TO-R	INDIO		0.0	12.15 AM	2.55 AM	5.00 AM	5.21 AM	7.10 AM	**12.31 PM**	**4.05 AM**	**2.03 PM**	6.30 PM
		(71.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District			(3.05)	(2.29)	(2.24)	(2.44)	(2.35)	(2.30)	(6.00)	(5.44)	(6.20)
		Average Speed per hour			24.40	28.95	29.96	26.30	27.83	29.76	14.38	12.57	13.28

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1, 101	Redlands	Discharge		Phoenix	Daily
1, 11	Any Station	Discharge		El Paso	Daily
103, 101	Any Station	Discharge		Tucumcari-San Antonio	Daily
3	Any Station	Discharge		Hutchison	Daily
3	Palm Springs	Discharge		El Paso	Daily
11	Banning-Redlands	Discharge		Niland	Daily
101	Palm Springs	Receive	Alhambra		Daily
101	Redlands	Receive	Santa Barbara and west		Daily
1, 11	Redlands	Receive	Points scheduled stop		Daily
11	Banning	Receive	Los Angeles		Daily
11	Palm Springs	Receive	Points scheduled stop		Daily
103	Cabazon	Receive	Revenue passengers Points scheduled stop		Daily

INDIO SUBDIVISION.

EASTWARD

Capacity Sidings in Car Lengths	THIRD CLASS		SECOND CLASS					FIRST CLASS						Distance from San Francisco	Block Signals	Time Table No. 151 March 4, 1928	
	92 Los Angeles Manifest Freight	244 Sunset Manifest Freight	150 S. D. & A. Passenger	242 Manifest Freight	128 Freight	148 Inter-Cal. Passenger	126 Freight	2 Californian	4 Golden State Limited	104 Argonaut	12 Apache	102 Sunset Limited	46 Imperial				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
Yard BKYWFP	2.35PM	8.00AM		10.30AM	**7.05**AM		**5.16**AM	11.04PM	10.07PM	7.30PM	2.48PM	2.08PM	4.10AM	610.9		TO-R INDIO	3.5
84 P	2.48	8.13		10.41	7.15		5.27	11.12		f 7.38			s 4.19	614.4		TO COACHELLA	3.6
59 P	**3.00**	8.20		10.48	7.22		5.34	11.17	10.18	f 7.43	**3.00**	2.19	s 4.26	618.0		TO THERMAL	6.1
153 PW	3.18	8.31		10.59	7.33		5.45	**11.25**	10.25	f 7.51	3.07	2.26	s **4.37**	624.1		TO MECCA	4.7
71 P	3.31	8.43		**11.10**	7.42		5.54						f **4.46**	628.8		CALEB	4.5
71 P	3.40	8.53		11.19	7.50		6.02	11.36	10.37	8.02	3.18	2.37	f 4.54	633.8		MORTMAR	4.5
100	**3.50**	9.03		11.28	7.58		6.10						f 5.01	637.8		SALTON	4.3
71 P	4.10	9.21		**11.45**	8.06		**6.26**	11.47	**10.49**	8.12	**3.29**	2.48	f 5.09	642.1		DURMID	4.7
72 P	4.20	9.47		11.55AM	8.20		6.36	**11.53**					f 5.16	646.8		TO BERTRAM	4.3
100 P	4.29	**10.11**		12.03PM	8.30		6.44	11.58PM	11.00	8.22	3.40	**2.59**	f 5.23	651.1		POPE	4.5
71 P	4.38	10.21		12.11	8.38		6.52						f 5.31	655.6		FRINK	4.5
71 P	4.47	10.42		12.19	8.46		7.00	12.09AM	**11.11**	8.33	3.51	3.10	f 5.39	660.1		WISTER	3.4
73 P	4.55	10.50		12.25	8.52		7.06						f 5.46	663.5		MUNDO	4.0
Yard BKYWFP	5.44	**11.17**		12.41	**9.05**		7.22	f 12.22	11.21	s 8.42PM	s 4.05	f 3.19	s **5.55**AM	667.5		TO-R NILAND	4.2
70 P	6.00	11.32		**12.56**	9.20		7.37	12.30	11.28		4.12	3.26		671.7		FLOWING WELL	2.7
122 P	6.10	11.45		1.08	9.32		7.49	12.36	11.34		4.18	3.32		674.4		IRIS	4.1
72 P	6.31	11.55AM		1.18	9.42		7.59	12.41	11.39		4.24	3.37		678.5		TORTUGA	4.9
Y										(Runs via Calexico.) (See page 14)				683.4		AMOS WYE	1.2
100 W	6.52	**12.20**PM		1.39	10.05		**8.20**	f 12.51	11.47		4.32	3.45		684.6		TO AMOS	5.5
73 P	7.07	12.39		1.51	10.18		8.32	**1.03**	11.54PM		4.39	3.52		690.1		ACOLITA	5.5
72 P	7.32	12.55		2.01	10.28		8.42	1.10	12.01AM		4.46	3.59		695.6		MESQUITE	2.5
85 P	7.51	1.10		2.06	**10.39**		8.47	f 1.14	12.04		4.50	4.02		698.1		GLAMIS	4.9
100 P	8.08	1.22		2.16	**10.50**		8.56	1.21	12.10		4.56	4.08		703.0		RUTHVEN	6.4
71 P	8.31	1.37		2.27	11.01		9.07	1.29	12.18		5.04	4.15		709.4		DRYLYN	2.9
71 P	8.40	1.46		2.32	11.06		9.13	1.33	12.22		5.08	4.19		712.3		CACTUS	4.3
100 P	**8.57**	2.03		2.50	11.24		9.31	f 1.40	**12.30**		5.14	4.25		716.6		TO OGILBY	6.1
71 P	9.12	2.18		3.02	11.36		**9.42**	1.47	12.37		5.21	4.32		722.7		KNOB	3.4
P	9.25	2.28	4.27PM	3.09	11.43	11.04AM	9.50	1.53	12.42	11.46PM	5.26	4.37		726.1		TO-R ARAZ JUNCTION (No Siding)	0.9
71 P	9.30	2.35	4.29	3.12	11.46AM	11.08	**10.05**	1.55	12.44	11.48PM	5.28	4.39		727.0		ARAZ	4.9
														731.9		COLORADO (Spur)	0.8
Yard BKTYWF	10.00PM	3.00PM	s 4.40PM	3.30PM	12.01PM	s 11.20AM	10.20AM	s **2.05**AM	s 12.55AM	s **12.01**AM	s 5.40PM	s 4.50PM		732.7		TO-R YUMA	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(121.8)	
	(7.25) 16.42	(7.00) 17.40	(0 13) 30.46	(5.00) 24.36	(4.56) 24.69	(0.16) 24.75	(5.04) 24.01	(3.01) 40.37	(2.48) 43.50	(4 31) 36.89	(2.52) 42.48	(2.42) 45.11	(1.45) 32.34			.... Time over district ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102, 12, 2	Any Station	Receive	El Paso		Daily
2	Any Station	Receive	Phoenix		Daily
4	Any Station	Receive	Hutchison		Daily
104	Any Station	Receive	Tucson		Daily
12	Thermal	Unload Express			Daily
104	Coachella	Handle Express			Daily

INDIO SUBDIVISION.

WESTWARD

Block Signals

Time Table No. 151 March 4, 1928	Distance from Yuma	FIRST CLASS						THIRD CLASS				
		1	103	3	11	101	45	149	91	243	147	241
		Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Imperial	S. D. & A. Passenger	Los Angeles Manifest Freight	Sunset Manifest Freight	Inter. Cal. Passenger	Manifest Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R INDIO 3.5	121.8	s 2.50AM	s 5.16AM	s 4.55AM	s 7.05AM	s 12.26PM	s 12.02AM		12.05PM	5.30PM		1.15AM
TO COACHELLA 3.6	118.3	2.42	f 5.08			12.18	s 11.54PM		11.51AM	5.10		1.00
TO THERMAL 6.1	114.7		f 5.01	4.44	6.54		s 11.39		11.41	4.55		12.53
TO MECCA 4.7	108.6	2.28	4.52	4.37	6.47	12.06PM	s 11.25		11.26	4.40		12.41
CALEB 4.5	103.9		4.46				f 11.12		11.10	4.12		12.30
MORTMAR 4.5	99.4	2.16	4.38	4.26	6.36	11.55AM	f 11.05		10.49	3.59		12.21
SALTON 4.3	94.9		4.32				f 10.58		10.41	3.50		12.12
DURMID 4.7	90.6	2.05	4.25	4.16	6.26	11.45	f 10.49		10.32	3.29		12.03AM
TO BERTRAM 4.3	85.9		4.18				f 10.41		10.20	3.08		11.53PM
POPE 4.5	81.6	1.54	4.12	4.05	6.15	11.35	f 10.34		10.11	2.59		11.31
FRINK 4.5	77.1		4.06				f 10.26		9.50	2.33		11.21
WISTER 3.4	72.6	1.43	4.00	3.54	6.04	11.25	f 10.20		9.35	2.17		11.11
MUNDO 4.0	69.2		3.55				f 10.15		9.22	1.51		10.57
TO-R NILAND 4.2	65.2	f 1.34	3.50 s 3.35	3.45	5.55AM	f 11.17	10.10PM		9.05	1.30		10.50
FLOWING WELL 2.7	61.0								8.48	12.56		10.32
IRIS 4.1	58.3	1.23	3.24	3.35		11.06			8.43	12.40		10.27
TORTUGA 4.9	54.2								8.35	12.32		10.19
AMOS WYE 1.2	49.3											
TO AMOS 5.5	48.1	1.11	3.12	3.23	(Runs via Calexico.) (See Page 14.)	10.54			8.20	12.20PM		10.08
ACOLITA 5.5	42.6	1.03							8.03	11.58AM		9.58
MESQUITE 2.5	37.1	12.56	2.59	3.10		10.42			7.53	11.35		9.48
GLAMIS 4.9	34.6	f				10.39			7.47	11.20		9.43
RUTHVEN 6.4	29.7	12.47	2.49	3.01		10.34			7.27	10.50		9.24
DRYLYN 2.9	23.3								7.15	10.32		9.12
CACTUS 4.3	20.4	12.36	2.38	2.50		10.23			7.09	10.23		9.06
TO OGILBY 6.1	16.1	f 12.30							7.00	9.59		8.57
KNOB 3.4	10.0	12.21	2.25	2.37		10.11			6.40	9.42		8.39
TO-R ARAZ JUNCTION 0.9 (No Siding)	6.6				2.55AM			s 4.10AM	6.19	9.19	s 1.20PM	8.19
ARAZ 4.9	5.7	12.15	2.16	2.30	2.51	10.05		4.07	6.16	9.16	1.15	8.16
COLORADO (Spur) 0.8	0.8											
TO-R YUMA	0.0	12.05AM	2.05AM	2.20AM	2.40AM	9.55AM		3.55AM	6.00AM	9.00AM	1.00PM	8.00PM
(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District....................		(2.45)	(3.11)	(2.35)	(4.25)	(2.31)	(1.52)	(0.15)	(6.05)	(8.30)	(0 20)	(5.15)
Average speed per hour....................		44.29	38.26	47.14	37.45	48.39	30.32	26.40	23.96	14.32	19.80	23.30

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1, 11	Any Station	Discharge		El Paso	Daily
11	Mecca	Discharge		Niland	Daily
11	Coachella	Load Express			Daily
11	Mecca-Thermal	Load Express			Monday and Thursday
1	Amos	Revenue Passengers			Daily
101	Any Station	Discharge		Tucumcari-San Antonio	Daily
3	Any Station	Discharge		Hutchison	Daily

Westward trains are superior to trains of the same class in the opposite direction.

SANTA BARBARA SUBDIVISION.

	EASTWARD FIRST CLASS				Time Table No. 151		WESTWARD FIRST CLASS	
Capacity Sidings in Car Lengths	36 Ventura Los Angeles Passenger	34 Oxnard and Los Angeles Passenger	Distance from San Francisco		March 4, 1928 STATIONS	Distance from Saugus	35 Los Angeles Ventura Passenger	37 Los Angeles and Oxnard Passenger
	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
48 PY	3.17PM	7.04AM	403.2	R	MONTALVO 4.4	45.5	s 9.58AM	s 7.52PM
64 P	s 3.25	s 7.10	407.6	TO	SATICOY 3.4	41.1	s 9.50	s 7.45
			411.0		LIMCO 0.3	37.7		
37 P	f 3.32	f 7.16	411.3		HAINES 2.0	37.4	f 9.42	f 7.38
			413.3		TEPIO (Spur) 1.4	35.4		
51 PW	s 3.44	s 7.25	414.7	TO	SANTA PAULA 1.2	34.0	s 9.34	s 7.30
			415.9		KEVET (Spur) 5.3	32.8		
			421.2		KEITH (Spur) 0.6	27.5		
P	s 3.54	f 7.35	421.8		SESPE 1.1	26.9	f 9.23	f 7.19
	f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f
Yard BKP	s 4.01	s 7.40	424.5	TO-R	FILLMORE 2.3	24.2	s 9.18	s 7.14
			426.8		WILSHIRE (Spur) 1.4	21.9		
37 P	f 4.08	f 7.46	428.2		CAVIN 1.0	20.5	f 9.12	f 7.08
			429.2		CATES (Spur) 0.7	19.5		
	f 4.12	f 7.49	429.9		BUCKHORN 1.9	18.8	f 9.08	f 7.04
37 PW	s 4.20	s 7.55	431.8	TO	PIRU 2.5	16.9	s 9.03	f 6.59
23	f 4.27	f 8.02	434.3		CAMULOS 4.1	14.4	f 8.56	f 6.52
38 P	f 4.37	f 8.12	438.4		KEMP 2.6	10.3	s 8.46	f 6.42
	f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f
39 P	f 4.47	f 8.21	444.1		CASTAIC 1.1	4.6	f 8.37	f 6.33
19			445.2		OBERG 2.7	3.8		
23			447.9		PARDEE 0.8	0.8		
82 BKFWY Yard	s 4.56PM	s 8.29AM	448.7	TO-R	SAUGUS	0.0	8.29AM	6.25PM
	Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily
	(1.39) 27.57	(1.25) 32.11			.... Time over district .... Average speed per hour		(1.29) 30.67	(1.27) 31.37

SANTA BARBARA SUBDIVISION.

	EASTWARD SECOND CLASS			Time Table No. 151		WESTWARD SECOND CLASS
Capacity Sidings in Car Lengths	118 Mixed	Distance from San Francisco		March 4, 1928 STATIONS	Distance from Ventura Junc.	121 Mixed
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
17 PWFT	12.10PM	412.3	TO-R	OJAI 1.2	15.0	s 11.35AM
	f	411.1		MATILIJA (Spur) 2.2	13.8	f
	f	408.9		TICO (Spur) 2.1	11.6	f
10	f	406.8		OAKVIEW 1.7	9.5	f
	f	405.1		LACROSS (Spur) 2.2	7.8	f
	f	402.9		CANET 0.5	5.6	f
	f	402.4		WELDONS (Spur) 1.6	5.1	f
10	f 1.05	400.8		ORTONVILLE 0.5	3.5	f 10.55
	f	400.3		WADSTROM (Spur) 1.3	3.0	f
	f	399.0		CHRISMAN (Spur) 1.3	1.7	f
	f	397.7		MAIN STREET (Spur) 0.4	0.4	f
	s 1.30PM	397.3	R	VENTURA JCT.	0.0	10.44AM
	Arrive Daily Ex. Sunday			(15.0)		Leave Daily Ex. Sunday
	(1.20) 17.64			.... Time over district .... Average speed per hour		(0.51) 17.64

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

	EASTWARD			Time Table No. 151		WESTWARD
Capacity Sidings in Car Lengths		Distance from San Francisco		March 4, 1928 STATIONS	Distance from Burbank	
E53 W90 PW		445.5	TO	CHATSWORTH 3.6	21.3	
		449.1		CROSSING P. E. RY. 0.1	17.7	
37		449.2	TO	OWENSMOUTH 4.2	17.6	
37		453.4		RESEDA 2.0	13.4	
33		455.4		ENCINO 3.0	11.4	
		458.4		CROSSING P. E. RY. 0.0	8.4	
39		458.4		VAN NUYS 1.5	8.4	
38		459.9		KESTER 1.3	6.9	
		461.2		GARNSEY 1.6	5.6	
		462.8		LANKERSHIM 1.1	4.0	
		463.9		LAPACO (Spur) 0.7	2.9	
		464.6		MACNEIL (Spur) 2.2	2.2	
130 WY		466.8		BURBANK	0.0	
				(21.3)		

Service by Extra Trains Only.

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Pasadena
East 67 West 70	P	487.7	TO-R ALHAMBRA	4.8
			0.8	
		488.5	CROSSING P.E. RY.	4.0
			1.0	
	I	489.5	CROSSING P.E. RY.	3.0
			0.4	
		489.9	SO. PASADENA	2.6
			0.7	
23		490.6	GARFIELD AVE.	1.9
			0.6	
15		491.2	RAYMOND HOTEL	1.3
			0.0	
		491.2	CROSSING A. T. & S. F. RY.	1.3
			1.3	
Yard	WP	492.5	TO-R PASADENA	0.0
			(4.8)	

Service by Extras Only

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from End of Track
East 67 West 70	P	487.7	TO-R ALHAMBA	14.0
			1.0	
		488.7	CROSSING P.E. RY.	13.0
			0.8	
19		489.5	NORTH ALHAMBRA	12.2
			0.6	
18		490.1	EAST ALHAMBRA	11.6
			1.6	
41		491.7	SAN MARINO	10.0
			1.2	
		492.9	SUNNYSLOPE (Spur)	8.8
			3.6	
20		496.5	ARCADIA	5.2
			0.1	
	I	496.6	CROSSING A. T. & S. F. RY.	5.1
			1.6	
52	W	498.2	TO MONROVIA	3.5
			1.9	
21	TW	500.1	TO-R DUARTE	1.6
			1.5	
		501.6	RIVAS	0.1
			0.1	
59		501.7	END OF TRACK	0.0
			(14.0)	

Service by Extras only

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco	STATIONS		Distance from Pomona
96	PW	497.3	TO-R BASSETT		17.8
			3.6		
34		500.9	BALDWIN PARK	Staff System	14.2
			0.1		
		501.0	CROSSING P. E. RY.		14.1
			0.4		
28		501.4	CRUSHTON		13.7
			0.3		
3		501.7	WITHAM		13.4
			0.6		
33		502.3	IRWINDALE		12.8
			0.7		
		503.0	LATEEN (Spur)		12.1
			1.1		
25		504.1	AZUSA AVENUE		11.0
			1.0		
Yard	PW	505.1	TO COVINA		10.0
			1.6		
9		506.7	SAVOY		8.4
			0.7		
27		507.4	CHARTER OAK		7.7
			1.1		
		508.5	CRSG. P.E.RY. LONE HILL	Staff System	6.6
			1.0		
38		509.5	SAN DIMAS		5.6
			2.4		
57		511.9	LA VERNE		3.2
			1.0		
		512.9	HOBBS (Spur)		2.2
			0.4		
		513.3	GANESHA JCT.		1.8
			0.6		
		513.9	CROSSING P. E. RY.		1.2
			0.6		
		514.5	CROSSING P. E. RY.		0.6
			0.6		
Yard	PTW	515.1	TO-R POMONA		0.0
			(17.8)		

Service by Extras Only

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Ontario
Yard	PTW	514.3	TO-R POMONA	10.8
			1.1	
	I	515.4	CROSSING L. A. & S. L. RY.	9.7
			4.6	
Yard	W	520.0	CHINO	5.1
			2.4	
		522.4	EUCLID AVENUE (Spur)	2.7
			4.6	
	I	525.0	CROSSING L. A. & S. L. RY.	0.1
			0.1	
107	P	525.1	TO-R ONTARIO	0.0
			(10.8)	

Service by extras only

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Riverside
Yard BKWYFPT		539.0	Block Signals	TO-R COLTON	7.2
				2.2	
		541.2		GRAND TERRACE (Spur)	5.0
				1.1	
98	P	542.3		HIGHGROVE	3.9
				1.0	
24		543.3		ORANGE CENTER	2.9
				0.7	
	I	544.0		CROSSING A. T. & S. F. RY.	2.2
				1.4	
		545.4		RIVERSIDE JCT.	0.8
				0.0	
	I	545.4		CROSSING L. A. & S. L. RY.	0.8
				0.8	
Yard	P	546.2		R RIVERSIDE	0.0
				(7.2)	

Service by Extras Only

LOS ANGELES SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from San Bernardino
Yard BKWYFPT		539.0	Block Signals	TO-R COLTON	3.2
				3.0	
	I	542.0		CROSSING A. T. & S. F. RY.	0.2
				0.2	
Yard	WY	542.2		R SAN BERNARDINO	0.0
				(3.2)	

Service by Extras Only

COLTON SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 151

March 4, 1928

Capacity Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Greenspot
73		544.5	TO-R BRYN MAWR	8.7
			0.5	
		545.0	MOTOR JCT.	8.2
			2.8	
Yard	W	547.8	REDLANDS, 2D STREET	5.4
			0.1	
		547.9	CROSSING P. E. RY.	5.3
			1.3	
		549.2	EASTBERNE (Spur)	4.0
			0.7	
		549.9	WARNER (Spur)	3.3
			0.6	
3		550.5	MENTONE	2.7
			0.9	
Yard	Y	551.4	R CRAFTON	1.8
			1.8	
		553.2	GREENSPOT (Spur)	0.0
			(8.7)	

Service by Extras Only

Westward trains are superior to trains of the same class in the opposite direction.

CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 151

March 4, 1928

Capacity sidings in car lengths	158	162	104	156	150	154	46	Distance from San Francisco		STATIONS	Distance from Calexico	11	149	153	155	45	159	161
	THIRD CLASS	SECOND CLASS	FIRST CLASS									FIRST CLASS					THIRD CLASS	
	Local Freight	S. D. & A. Mixed	Argonaut	Niland and Calexico Motor	S. D. & A. Passenger	Niland and Calexico Motor	Imperial					Apache	S. D. & A. Passenger	Calexico and Niland Motor	Calexico and Niland Motor	Imperial	Local Freight	S. D. & A. Mixed
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWYFP	6.10AM		8.46PM	4.15PM		11.25AM	6.00AM	667.5	TO-R	NILAND 4.5	41.0	s 5.50AM		s 11.05AM	s 3.10PM	s 10.00PM	11.20AM	
77 P	6.20		f 8.53	f 4.22		f 11.32	f 6.08	672.0		ESTELLE 3.7	36.5	f 5.41		f 10.57	f 3.02	f 9.52	10.57	
Yard PY	7.05		s 9.01	f 4.30		f 11.40	s 6.18	675.7	TO	CALIPATRIA 1.2	32.8	s 5.34		f 10.51	f 2.56	s 9.44	10.35	
77 P	7.53		f 9.04	f 4.33		f 11.43	f 6.22	676.9		BERNICE 4.1	31.6	f 5.28		f 10.44	f 2.49	f 9.37	10.10	
32 P	8.05		f 9.10	f 4.39		f 11.49AM	f 6.29	681.0		ROCKWOOD 5.2	27.5	f 5.21		f 10.37	f 2.42	f 9.29	9.50	
Yard KWP	9.30		s 9.22	s 4.52		s 12.02PM	s 6.49	686.2	TO	BRAWLEY 4.1	22.3	s 5.14		s 10.30	s 2.35	s 9.22	9.30	
82 P	9.50		f 9.28	f 4.58		s 12.08	f 6.57	690.3		GRAPE 5.3	18.2	f 5.04		f 10.18	f 2.23	f 9.00	7.40	
Yard WP	10.10		s 9.36	f 5.06		f 12.16	s 7.12	695.6	TO	IMPERIAL 3.8	12.9	f 4.57		f 10.10	f 2.15	s 8.50	7.12	
Yard BKPY	11.34	6.05AM	s 9.55	s 5.17	2.44PM	s 12.27	s 7.35	699.4	TO-R	EL CENTRO 4.6	9.1	s 4.47	s 6.00AM	s 10.00	s 2.05	s 8.40	6.50	s 7.20PM
Yard P	11.45	f 6.23	f 10.05	f 5.29	2.51	f 12.39	s 7.48	704.0		HEBER 4.5	4.5	f 4.38	f 5.52	f 9.50	f 1.55	s 8.25	6.23	f 7.07
Yard BKWYFP	11.55AM	s 6.35AM	s 10.15PM	s 5.40PM	s 2.57PM	s 12.50PM	s 8.00AM	708.5	TO-R	CALEXICO	0.0	4.30AM	5.45AM	9.40AM	1.45PM	8.15PM	6.00AM	6.55PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(5 45) 7.12	(0.30) 18.20	(1.29) 27.64	(1.25) 28.94	(0.13) 42.00	(1.25) 28.94	(2.00) 20.50			.... Time over District .... Average speed per hour		(1 20) 30 75	(0.15) 36.40	(1.25) 28.94	(1.25) 28.94	(1.45) 23.43	(5.20) 7.68	(0.25) 21.84

Time of first class trains at Calexico applies at passenger station.
First Class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.

CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 151

March 4, 1928

Capacity sidings in car lengths		Distance from San Francisco		STATIONS	Distance from Sandia		
Yard PY		675.7	TO	CALIPATRIA 6.1	21 8		
73		681 8		TURN 5.0	15.7		
24		686.8		MUNYON 3.0	10.7		
73		689 8		MOSS 1.9	7.7		
24		691 7		ORITA 2.5	5.8		
24		694 2		CURLEW 3 3	3.3		
24 Y		697 5		SANDIA	0.0		
				21.8			

Service performed by extras only.

CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 151

March 4, 1928

Capacity sidings in car lengths		Distance from San Francisco		STATIONS		Distance from Westmorland	
Yard PY		675.7	TO	CALIPATRIA 3.4		12.6	
		679.1		VERDANT 1.5		9.2	
12		680.6		SHAMROCK 2.5		7.7	
22		683.1		FONDO 1.7		5.2	
		684.8		CASABA 3.5	(Spur)	3.5	
64 Y		688.3		WESTMORLAND		0.0	
				(12.6)			

Service performed by extras only.

INDIO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 151

March 4, 1928

Capacity sidings in car lengths		Distance from San Francisco		STATIONS		Distance from Colorado		
		744.4	R	POTHOLES 0.6		12.2		
16		743.8		LAGUNA 4.2		11.6		
25		739.6		SELLEW 1.8		7.4		
		737.8		BARD 3.3	(Spur)	5.6		
		734.5		RAWLINGS 2.3	(Spur)	2.2		
		732.2	R	COLORADO		0.0		
				(12.2)				

Service performed by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

FIRESTONE PARK SUBDIVISION.

Capacity Sidings in Car Lengths	EASTWARD SECOND CLASS		FIRST CLASS								Distance from San Francisco	Time Table No. 151 March 4, 1928		Distance from Florence	WESTWARD FIRST CLASS									THIRD CLASS
	142	140	4	26	8	36	45	28	32	43		STATIONS			3	25	7	42	31	33	27	44	37	141
	Local Freight	Tustin Freight	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger					Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Tustin Freight
	Leave Daily Ex Sunday	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
IY	8.30PM	10.00AM									481.9	RIVER STATION TOWER 1.8		7.2										6.15PM
Yard BKYWTFP	Runs Via Union Pacific Line Alhambra Ave. to Butte Street	10.15	11.00PM	6.05PM	6.00PM	2.45PM	2.40PM	11.00AM	9.20AM	9.15AM	483.7	TO-R LOS ANGELES 1.5	Double Track	5.4	s 7.00AM	s 8.30AM	s 9.10AM	s 10.30AM	s 10.35AM	s 11.40AM	s 2.30PM	s 5.20PM	s 5.25PM	5.50
			11.10PM	6.15PM	6.10PM	2.55PM	2.50PM	11.10AM	9.30AM	9.25AM	485.2	WASHINGTON ST. JCT. 0.3		3.9	6.50AM	8.20AM	9.00AM	10.20AM	10.25AM	11.30AM	2.20PM	5.10PM	5.15PM	
I											485.5	CROSSING P. E. RY. 0.9		3.6										
98											486.4	VERNONDALE 0.9		2.7										
I											487.3	CROSSING A. T. & S. F. RY. 0.2		1.8										
											487.5	CROSSING P. E. RY. 1.6		1.6										
53 YWP	9.20PM	10.45AM									489.1	TO-R FIRESTONE PARK		0.0										5.20PM
	Arrive Daily Ex Sunday	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7 2			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(0.50) 8.64	(0.45) 9.60	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00		Time over district Average speed per hour			(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0 10) 9.00	(0 10) 9.00	(0 55) 7.85

Switch Tenders will be located at Washington Street Junction between 6:30 A. M. and 10:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction unless signal to proceed is received from switch Tender.

All Westward trains and engines between the hours of 6:30 A. M. and 10:30 P. M. will not pass the clearing point of Union Pacific connection at Washington Street Junction unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Eastward trains leaving Passenger Station will not proceed beyond fouling point of track on which standing unless proceed signal is received from Switch Tender at 6th Street.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing up must be equipped with back-up tail hose with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance card issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

FIRESTONE PARK SUBDIVISION.

Capacity Sidings in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 151 March 4, 1928 STATIONS	Distance from Point Firmin	WESTWARD		
53 YWP				489.1	TO-R FIRESTONE PARK 1.2	18.9			
30				490.3	TWEEDY 1.0	17.7			
				491.3	CROSSING P. E. RY. 0.5	16.7			
25				491.8	LYNWOOD 2.3	16.2			
61				494.1	COMPTON 2.1	13.9			
I				496.2	CROSSING P. E. RY. 1.5	11.8			
74				497.7	ELFTMAN 0.7	10.3			
				498.4	DOLORES (Spur) 1 6	9.6			
				500.0	WATSON (Spur) 1.4	8.0			
60 Y				501.4	THENARD 0.5	6.6			
				501.9	CROSSING P. E. RY. 0.2	6.1			
				502.1	BLINNVILLE 0.8	5.9			
32				502.9	WILMINGTON 1.6	5.1			
I				504.5	DRAWBRIDGE 1.0	3.5			
Yard BFWPK				505.5	TO-R SAN PEDRO 0.9	2.5			
				506.4	CENTER STREET 1.6	1.6			
				508.0	POINT FIRMIN (18 9)	0.0			

Service by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

FIRESTONE PARK SUBDIVISION.

Capacity Sidings in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 151 March 4, 1928 STATIONS	Distance from End of Track	WESTWARD		
60 Y				501.4	THENARD 1.0	2.7			
				502.4	CROSSING P. E. RY. 0.2	1.7			
				502.6	MEAD (Spur) 0.3	1.5			
				502.9	GASPUR (Spur) 0 6	1 2			
				503.5	LONG BEACH 0.1	0.6			
				503.6	CROSSING P. E. RY. 0 5	0.5			
				504.1	END OF TRACK (2.7)	0.0			

Service by extras only.

All trains and yard engines moving from Thenard to San Pedro will communicate with yardmaster at San Pedro, from Thenard, and obtain his authority for the movement.

FIRESTONE PARK SUBDIVISION.

Capacity Sidings in Car Lengths.	EASTWARD THIRD CLASS 124 Mixed Leave Wednesday Only	SECOND CLASS 142 Local Freight Leave Daily Ex. Sunday	140 Tustin Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 151 March 4, 1928 STATIONS	Distance from Newport Beach	WESTWARD THIRD CLASS 143 Local Freight Arrive Daily Ex. Sunday	141 Tustin Freight Arrive Daily Ex. Sunday
53 YWP		9.20PM	10.45AM	489.1	TO-R	FIRESTONE PARK	38.9	5.00PM	5.20PM
						1.0			
19				490.1		ARDMORE	37.9		
						1.8			
I				491.9		CROSSING L. A. & S. L. RY.	36.1		
						0.2			
24		9.30	10.55	492.1		SOUTHGATE	35.9	4.45	4.58
						1.1			
10				493.2		VINVALE	34.8		
						1.8			
21		9.45	11.05	495.0	TO	DOWNEY	33.0	4.31	4.44
						2.4			
17 P		9.50	11.10	497.4	R	STUDEBAKER	30.6	4.20 2.45	4.30
						1.7			
39		10.05	11.15	499.1	TO	NORWALK	28.9	2.40	4.20
						2.1			
20		10.15	11.20	501.2		CARMENITA	26.8	2.30	4.12
						3.2			
76		10.35	11.27	504.4	TO	BUENA PARK	23.6	2.20	4.03
						1.0			
32		10.40	11.30	505.4		ALMOND	22.6	2.12	3.55
						1.7			
15		10.45	11.35	507.1		BROOKHURST	20.9	2.06	3.50
						1.9			
24 WY		11.10	11.45	509.0	TO-R	WEST ANAHEIM	19.0	2.00	3.40
24 WY	9.45AM			509.0	TO-R	WEST ANAHEIM	18.2		
						0.8			
				509.8		DREYFUS (Spur)	17.4		
						1.2			
29	9.55			511.0		MIRAFLORES	16.2		
						1.1			
	10.05AM			512.1	R	WEST ANAHEIM JCT.	15.1		
24 WY		11.10	11.45	509.0	TO-R	WEST ANAHEIM	19.0	2.00	3.40
						1.2			
39		11.30	11.50	510.2		ANAHEIM	17.8	1.51	3.35
						1.7			
30 P		11.35	11.55AM	511.9	R	TUSTIN JCT.	16.1	1.47	3.30PM
						1.0			
		11.40		512.9	R	WEST ANAHEIM JCT.	15.1	1.45	
						1.7			
19		11.45		514.6		WEST ORANGE	13.4	1.40	
						1.0			
				515.6		CROSSING P. E. RY.	12.4		
						1.4			
Yard BKWYFP		11.55PM		517.0	TO-R	SANTA ANA	11.0	1.30PM	
						0.1			
				517.1		CROSSING S. A. & N. RY.	10.9		
						2.3			
63				519.4		DYER	8.6		
						2.7			
				522.1		PAULARINO (Spur)	5.9		
						2.4			
				524.5		THURIN	3.5		
						1.2			
17				525.7		COSTA MESA	2.3		
						1.5			
				527.2		BRANAGAN (Spur)	0.8		
						0.8			
				528.0		CROSSING P. E. RY.	0.0		
						0.0			
Yard WY				528.0	TO	NEWPORT BEACH	0.0		
	Arrive Wednesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			38.9		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) 9.30	(2.35) 10.80	(1.10) 17.05			Time over district Average speed per hour		(3.30) 15.06	(1.50) 12.43

Westward trains are superior to trains of the same class in the opposite direction.

FIRESTONE PARK SUBDIVISION.

Time Table No. 151

March 4, 1928

EASTWARD		SECOND CLASS					WESTWARD THIRD CLASS
Capacity Sidings in Car Lengths		144 Local Freight	Distance from San Francisco		STATIONS	Distance from Whittier	145 Local Freight
		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
17	P	2.50 PM	497.4	R	STUDEBAKER 2.1	5.9	4.10 PM
11			499.5		FULTON WELLS 1.1	3.8	
15			500.6		LOS NIETOS 0.0	2.7	
	I		500.6		CROSSING A. T. & S. F. RY. 0.4	2.7	
			501.0		CROSSING P. E. RY. 1.2	2.3	
39			502.2		EVERGREEN STREET 0.9	1.0	
			503.1		CROSSING P. E. RY. 0.1	0.1	
27	TW	3.25 PM	503.2	TO-R	WHITTIER	0.0	3.35 PM
		Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday
		(0.35)			........Time over District........		(0.35)
		10.01			........Average speed per hour		10.01

FIRESTONE PARK SUBDIVISION.

Time Table No. 151

March 4, 1928

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Tustin
30		511.9	R	TUSTIN JCT. 0.5	10.5
	I	512.4		CROSSING A. T. & S. F. RY. 0.3	10.0
		512.7		GRATTO 1.8	9.7
21		514.5		MARLBORO 0.2	7.9
		514.7		CROSSING A. T. & S. F. RY. 2.0	7.7
18		516.7		VILLA PARK 1.7	5.7
33		518.4		MC PHERSON 1.0	4.0
18		519.4		EL MODENA 3.0	3.0
26	WT	522.4		TUSTIN	0.0
				(10.5)	

Service by Extras only.

FIRESTONE PARK SUBDIVISION.

Time Table No. 151

March 4, 1928

EASTWARD					WESTWARD
Capacity Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Los Alamitos
	YWP	509.0	TO-R	WEST ANAHEIM 1.3	9.4
		510.3		NEFF (Spur) 1.0	8.1
8		511.3		NUTWOOD 2.3	7.1
33		513.6		STANTON 0.4	4.8
		514.0		CROSSING P. E. RY. 0.1	4.4
	YP	514.1		STANTON JUNCTION 4.3	4.3
Yard	W	518.4		LOS ALAMITOS	0.0
				(9.4)	

Service by extras only

FIRESTONE PARK SUBDIVISION.

Time Table No. 151

March 4, 1928

EASTWARD						WESTWARD
Capacity Sidings in Car Lengths		Distance from San Francisco		STATIONS		Distance from Newport Beach
	PY	514.1		STANTON JUNCTION 3.3		15.6
50	W	517.4		WESTMINSTER 1.5		12.3
		518.9		SUGAR 0.6		10.8
27		519.5		SMELTZER 1.0		10.2
		520.5		WINTERSBURG 1.4		9.2
9		521.9		WIEBLING 0.5		7.8
31		522.4		LA BOLSA 0.4	Staff	7.3
29		522.8		WESTFALL 0.5		6.9
23		523.3		NEWLAND 1.1		6.4
14	P	524.4		HUNTINGTON BEACH 0.2		5.3
		524.6		CROSSING P. E. RY. 0.8		5.1
		525.4		GAMEWELL (No Siding) 4.3		4.3
		529.7		CROSSING P. E. RY. 0.0		0.0
Yard	PWY	529.7	TO	NEWPORT BEACH		0.0
				(15.6)		

Service by extras only

Westward trains are superior to trains of the same class in the opposite direction.
Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).

SPECIAL INSTRUCTIONS.

☛ "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated watch inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.

Los Angeles	Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. E. E. Tompkins, 2635 Dayton Ave.
Glendale	J. E. Walker, 114 East Broadway
Whittier	Ross R. Day
Santa Ana	R. H. Ewert
Oxnard	Baker & Davis
Santa Barbara	I. F. Bitterly Co.
San Pedro	C. E Perham
Pasadena	J. Herbert Hall & Co.
Pomona	C. C. Zilles
Colton	E. W. Cosgrove & Co.
Redlands	F. B. King
Beaumont	J. Fred Sprague
Indio	E. G. Shepard
Yuma	Wm Baird
San Fernando	H. E. Fox
Van Nuys	C. W. Clark, 6325 Van Nuys Blvd.
Ventura	R. W. Cummings
Brawley	E. J. McEvoy
El Centro	R. E. Couch, 621 Main St.
Fillmore	W M. Everitt
San Bernardino	Chas. M. Hanf
Riverside	F. S. Fisher
Calexico	Sieglitz Company

RULE 3. Standard clock at Los Angeles, Santa Barbara and San Fernando roundhouse enginemen will compare time and register before leaving.

Standard clock at Santa Barbara yard office.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

☛ **RULE 10 (H).** A yellow signal will be displayed to the right of the track, in the direction of movement one-half mile each side of structure or track over which speed of trains must be restricted.

RULE 14 (d). As specified below, four long and one short sounds (——— ——— ——— ——— o) will be indication that flagman may return from the west as prescribed by Rule 99.

Ventura Jct	Trains on Ojai line.
Saugus	Trains on Santa Paula line.
Burbank Jct	Trains on Coast line via Zelzah and trains on Van Nuys line.
Mission Jct	Trains on River Station Tower line.
Pomona	Trains on Covina line.
Ontario	Trains on Chino line.
Araz Jct	Trains on Inter-Cal. line.
Colorado	Trains on Potholes line.

RULE 14 (e). As specified below six long sounds (——— ——— ——— ——— ——— ———) will be indication that flagman may return from east as prescribed by Rule 99.

Calipatria	Trains on Sandia and Westmorland lines.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Crafton line.
Colton	Trains on Riverside and San Bernardino lines.
Pomona	Trains on Chino line.
Bassett	Trains on Covina line.
Alhambra	Trains on Duarte and Pasadena lines.
Chatsworth	Trains on Van Nuys line.
Montalvo	Trains on Santa Paula line.
Thenard	Trains on Long Beach line.
Firestone Park	Trains on Santa Ana line.
Studebaker	Trains on Whittier line.
West Anaheim	Trains on Los Alamitos and Miraflores lines.
Tustin Jct	Trains on Tustin line.
Stanton Jct	Trains on Los Alamitos line.
River Station Tower	Trains on Mission Jct. line.

RULE 14 (l). Repeat signal so that the last sound will end as engine almost reaches crossing. On each occasion, whistle should be blown distinctly and with sounds properly spaced.

Signal should be repeated as indicated above for:

(a) All outlying public highway grade crossings by all trains.

(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagmen or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

RULE 17 and S19. Display headlight and marker lights while passing through Tunnels 25 and 26.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D72 and 73. Trains and yard engines may move within limits of Los Angeles yard irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

RULE 83 (A). Beaumont is register station only for trains originating, regular trains will register by form 2642 at that point for information of such trains.

At the following stations only trains originating and terminating will register:

Ventura. San Fernando.
Oxnard. Los Angeles.

At the following stations only the trains indicated will register:

Ventura Jct	Nos. 121, 118
Montalvo	Nos. 39, 35, 37, 34, 36, 38
West Anaheim Jct	No. 143

RULE 83 (B). Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows: First-class trains Los Angeles Yard and Colton; Trains 71 and 72, Santa Barbara passenger station; regular trains Burbank Jct.; regular trains via Ogilby and trains 11 and 104 Araz Jct.; trains 11 and 104 Calexico; trains 1, 3, 101, 102, 4 and 2, Niland; 140 and 141 Firestone Park when operator on duty.

RULE 83 (C). Westward extras from San Pedro will register at Firestone Park.

SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-K must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

RULE 83 (D). Trains must obtain clearance card before leaving:

Los Angeles Yard or River Station Tower	Trains en route to Firestone Park Subdivision.
Niland	All trains.
Saugus	Trains to and from Santa Paula line.

Newport Beach when operator on duty.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SANTA BARBARA
OXNARD
FILLMORE
SAUGUS
LOS ANGELES
SAN PEDRO
PASADENA
POMONA
COVINA
CHINO
ONTARIO
COLTON
BEAUMONT
INDIO
NILAND
CALIPATRIA
BRAWLEY
IMPERIAL
EL CENTRO
HEBER
CALEXICO

Enginemen will approach west lead to new yard on third track east of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering "A" yard Los Angeles, will sound whistle signal one long, one short, one long for information of switch tender.

Road crews performing initial, terminal or turning point switching in Oxnard, Fillmore, Saugus, Pomona or Ontario yards will be considered as yard crews within the meaning of Rule 93 of the Rules and Regulations of the Transportation Department.

RULE D 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Alhambra and Firestone Park.
Santa Barbara and East Santa Barbara.

RULE 98. The normal position of switches at junctions will be as follows:

Montalvo	For Santa Barbara—Oxnard main track.
Stanton Jct	West switch of wye for Smeltzer line.
Alhambra	Switch in westward siding for Duarte line.
Ontario	Chino line switch on siding for siding.
Lone Hill	For Pacific Electric Line.
Newport Beach	For west leg of wye.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks will have first right of way provided ready to move immediately.

Pacific Electric Ry., first crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Pacific Electric Ry., one mile east of Thenard, Long Beach line—STOP.

Pacific Electric Ry. 0.1 mile east of Long Beach—STOP.

Pacific Electric Ry., Griffith Lumber Spur, Santa Ana—STOP.

Pacific Electric Ry., one-tenth mile east Baldwin Park—STOP.

Pacific Electric Ry., 0.4 mile east of Stanton—STOP.

Santa Fe Ry., 0.3 mile east of Marlboro—STOP.

Union Pacific Ry., old Chino line, Ontario—STOP.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Newhall	Eastward trains.
Stoneman	Eastward trains.
Stoneman	Westward trains.
San Gabriel	Eastward trains.
Savanna	Eastward trains.

Overlap posts are painted white at the top and black at the base and are about six feet high.

RULE 519. Applies to following signals:

4714 and 4626.—Burbank Junction Tower.
4773 and 4774.—Glendale Tower.
4878 and 4879.—Alhambra.

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days' experience and less than 60 days' service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. When, in the judgment of Conductor, it is safe to do so, freight trains may run between Los Angeles Yard and Moorpark, and eastward freight trains Indio to Bertram and Amos to Ogilby for inspection.

RULE 873. Swing brakemen will ride on top near middle of train as follows:

Eastward	Los Angeles to Bassett. Bloomington to Colton. Beaumont to Indio. Knob to Yuma.
Westward	Beaumont to Colton. Pomona to Puente. Alhambra to Los Angeles.

RULE 875. When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

Within limits of Los Angeles Yard when making running test rear brakeman will use Communicating Signal 16 (h).

RULE 876. Standing air-brake test must be made at:

Beaumont.—All trains except passenger trains on which brake pipe hose have not been separated.

RULE 887. Leading engines may take water without cutting off train as follows: Eastward trains, Piru, Ventura, Oxnard, Somis, Moorpark, Pomona, El Casco, Beaumont, Niland, Amos; Westward trains, Garnet, Cabazon, Burbank, Chatsworth, Oxnard, San Fernando, Firestone Park.

AUTOMATIC BLOCK SYSTEM

Automatic block signals in addition to those shown in brackets on schedule pages are in operation between River Station Tower and Naud Junction on eastward track, and between College St. and River Station Tower on westward track; between Mission Junction and Naud Junction on westward track only; between River Station Tower and Mission Junction; at Firestone Park governing movement westward trains from San Pedro and Santa Ana lines to westward main track; on Covina Line one mile west of Pomona governing eastward trains; at Niland governing trains on Calexico line; at Calipatria, Brawley, El Centro and Calexico governing trains approaching yards.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening switch main track or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track for meet, do not open switches until approaching train has passed the signal intermediate between stations.

Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Automatic block signals—4500 and 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6121 Indio—6748, 6761 Calipatria—6840, 6852, 6869 Brawley—6990, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals are stop position, stop, then proceed with caution, not exceeding 6 miles per hour.

Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch is thrown train may proceed under flag through siding.

INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound of steam whistle for the information of towerman.

ALHAMBRA

Switch at end of double track at Alhambra is electrically controlled and operated from telegraph office.

When fixed signals at end of double track Alhambra are inoperative, train and enginemen will communicate with operator at telegraph office by means of telephone located in telephone box at end of double track.

Telephonic authority from operators will be accepted in lieu of hand signals provided for in Rules 628 and 663.

MAIN TRACK

Raymer Tower.—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

Burbank Junction Tower.—Three-arm home signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Second arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Interlocking Plant give one long sound (———) of whistle for top arm, one long and four short (——— o o o o) sounds of whistle for second arm and five short (o o o o o) sounds of whistle for movement to and from east end of siding.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound (———) of whistle for movement straight through Eastward main track and one long and one short sound (——— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long (———) sound of whistle for top arm and one long and one short (——— o) sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short (——— o) sound of whistle for this signal.

Glendale Tower.—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

El Monte Tower.—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

Bloomington Tower.—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, one long, one short and one long.

Colton Tower.—Crossing of A. T. & S. F. Railway, west end Colton yard. For No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long.

SAN BERNARDINO-RIVERSIDE LINE

E Street Tower.—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long, one short and one long; for house track, three long and one short. For P. E. track one long and four short.

Highgrove Tower.—Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

Riverside Tower.—Crossing of Union Pacific Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to Union Pacific Ry. one long, two short and one long.

SANTA ANA LINE

Southgate Tower.—Crossing Union Pacific Ry. at Southgate.

SAN PEDRO LINE

Nadeau Tower.—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

Dominguez Tower.—Crossing Pacific Electric Railway 1.5 miles west of Eiftman.

San Pedro Drawbridge Tower.—Governing movement of trains over drawbridge one mile west of San Pedro.

WHITTIER LINE

Los Nietos Tower.—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

TUSTIN LINE

Anaheim Tower.—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

PASADENA LINE

Marengo Tower.—Crossing of Pacific Electric Railway on Pasadena Branch, 0.2 mile west of South Pasadena.

DUARTE LINE

Arcadia Tower.—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

CHINO LINE

Pomona Jct. Tower.—Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

Ontario Tower.—Crossing Union Pacific Ry., 0.2 mile west of Ontario.

LOS ANGELES YARD

Mission Tower.—Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

Main Track to Passenger Station, one long.
Main Track east, one long.
To River Station Tower, one long, four short.
To Roundhouse, one long, four short.
To Brewery Spur, three long, one short.
To Union Pacific Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., three long, one short.

All movements against the current of traffic, one long, one short, except to River Station Tower against the current of traffic, five short.

River Station Tower.—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

Naud Junction Tower.—Trains running via Mission Junction, four short.

Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Butte St. interchange yard, one long, one short, one long. Through crossover either direction one short, two long.

MISCELLANEOUS

1. Locomotive crane or crane of similar construction in freight trains must be handled with the heavy end forward.

2. Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch.

After movement has been made, derail must be lined up before inside switch is returned to normal position.

3. Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

4. Pocket track, Saugus Yard, just west of west siding near oil spout must not be used by freight trains.

5. With the exception of those noted below, switches on Alameda Street, are unsafe for operation of road engine on account of excessive curvature.

North Spring St.: Crossover at College St.

Alameda St.
Crossover just west of Macy Street.
Crossover just west of Commercial Street.
Crossover just west of Fourth Street.
Eastbound conn. at Naud Jct.
Westbound conn. at Naud Jct.
West leg wye conn. 7th and Alameda Coach Yd.
East leg wye conn. 7th and Alameda Coach Yd.
Crossover at Washington St. from eastbound to westbound, leading to Union Pacific connection.
Union Pacific conn. at Washington St. near Clement Jct.
Crossover between Fifth and Sixth Streets and between Seventh and Eighth streets.

6. Engines with forward trucks must not attempt to operate through single tongue girder-rail switches.

7. West end of Van Nuys line, Chatsworth, will end at East Cross-over Switch, Signal 4461, east of station.

8. West end Covina line, Bassett, will end at Covina main track derailing switch near water tank.

9. That portion of Chino main track between the initial switch at Pomona Jct. and Pomona station will be used as a siding.

10. First-class trains, meeting at Pomona, will use cross-overs just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these cross-overs, and track between them, clear.

11. Trains to and from Chino enter and leave main track through switch just east of station, Ontario.

12. At Colton, when taking siding, initial switch for eastward first-class trains will be just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

13. Trains taking siding at Palm Springs will keep to the right, westward trains using first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

14. When first-class trains meet at Indio westward train hold main track. Eastward train take siding through cross-over just west of station.

15. Main track trains taking siding at Niland will use initial switch at east and west end of Niland yard on north side main track.

The tracks on South side of main track will ordinarily be used by trains to and from Niland-Calexico line.

16. Passenger trains to and from Niland-Calexico line will enter and leave the main track through westerly cross-over, Niland.

17. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

18. Helpers in freight trains will be so placed as to facilitate taking water and in all cases must be placed ahead of rear-end equipment.

19. Engine with cars must not be cut off or coupled to a train while same is in motion.

20. Switching movement from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars being handled, or such switching moves be made against a derailer.

21. Trains must be preceded by flagman over the following street crossings:

Orange Avenue, Seventh and Eighth Streets, Riverside.
Orange Street, Redlands 2d Street.
Foothill Boulevard, just east of Duarte Station.
Los Angeles Street, Anaheim.
Mission Road, Edison Plant, Alhambra, on track leading to Edison plant.
All crossings in old yard, Yuma.

22. Approach crossing over Los Feliz Boulevard and Brand Boulevard, Glendale, carefully to make sure gates are down and vehicular travel stopped.

23. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via Chino, Covina or Van Nuys unless order so states.

24. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such flags or lights will be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

25. P. F. E. employes icing and working around cars at ice decks Colton, P. F. E. tracks 5, 6 and 7, will be protected as follows: blue disc by day and blue light by night will be displayed on each end of shed above ice deck adjacent to track to be protected, and while so displayed, cars spotted at ice decks must not be coupled on to or moved.

26. Enginemen of westward passenger trains will not whistle for interlocking signal at Colton until after train has started from station.

27. Trackmen will display green flag 500 feet each side of dusty stretches or when replacing ties or otherwise disturbing track so as to cause dusty condition for information of enginemen in using sprinkler. Sprinklers should also be used on bridges as a fire precaution

28. A telephone, also light signal, located west end Aurant, telephone in booth north side westward track east of Soto Street, light signal located on Pacific Electric overhead bridge just west of Soto Street, connected with Mission Tower. When signal displays green light indicates towerman Mission Tower expects to be able to move train promptly through plant. When signal dark, westward freight trains (of such length that if stopped at interlocking signal would block Workman Street) will stop east of Soto Street, use telephone to communicate with towerman, and be governed by his instructions.

29. Telegraphers at Araz Jct. will handle switches for trains moving to or from Inter-California when position of train order signal indicates Telegrapher on duty. Westward trains enroute to Inter-California will after they have sounded Signal 14-J (for train order signal), sound one long and four short (——— o o o o) blasts of steam whistle for Inter-California route. Telegrapher, after lining switches, will give enginemen proceed signal. Telegrapher, when switch has been properly set for the route desired, must take a position on opposite side of track. Conductor, when rear of train passes over switch, must see that Telegrapher is at the switch. In event Telegrapher is not at switch to properly close it, conductor must stop train and close switch—making report by wire.

STAFF SYSTEM

Covina Line.—Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

Smeltzer Line.—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH.

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over these two bridges.

Southern Pacific trains will stop before fouling the Pacific Electric track. Rear brakeman will protect to rear on both Pacific Electric and Southern Pacific tracks.

Head brakeman will immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure full protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for flagman to proceed ahead and front is protected as provided above, the switch will be opened and train will proceed over the joint track.

It must be thoroughly understood that the switches will not be opened for the Pacific Electric track until the flagman has properly protected the movement.

TRAIN AND AIR INSPECTION

40. On freight trains where helpers are coupled in rear of train the last helper engineman to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineman will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air Brake Rules. Rear brakeman must not open rear angle cock for test until leading engineman has sounded signal for test. Other enginemen in train must not whistle off until air test has been made.

41. Eastward freight trains will stop at Cabazon, Garnet and Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars.

The following are exceptions to this rule when additional stops may be avoided:

(a) Eastward freight trains stopping at Banning for other operating reasons, will inspect train, and may then move to Mons, where a 10-minute inspection will be made, may then run not to exceed 13 miles for following inspections.

(b) Eastward freight trains stopping at Owl for other operating reasons will be given not less than a 10-minute train inspection, and may then run to a point not beyond Palm Springs for second inspection, after which will not exceed a distance of 13 miles for following inspections.

(c) Eastward freight trains stopping at Cabazon for inspection, then making stop for operating reasons between Cabazon and Garnet, may make inspection at such stop and may then run not to exceed 13 miles for following inspections.

(d) Eastward freight trains, averaging less than 100 Ms per operative brake, will turn down retainers at Garnet, and last inspection will be made at Garnet, unless additional stop can be avoided, and 13 mile inspection rule will permit moving to Salvia or Rimlon for inspection.

(e) Eastward freight trains, averaging 100 Ms or more per operative brake, last stop for inspection will be made at Rimlon or Edom, where retainers will be turned down, unless additional stop can be avoided, and 13 mile inspection rule will permit movement to Dry Camp for inspection.

(f) Westward freight trains stopping at El Casco will give not less than 10-minute train inspection, in which event stop at Ordway for inspection will not be made, or train stopping at Hinda or Haig, will give not less than 10 minutes to inspection, and will then not be necessary to stop at Ordway for inspection, but train will be permitted to go to Redlands and inspect train there.

42. Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

43. Engines running light, descending grades of 1½ per cent and over, will stop for inspection a sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

44. Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must be strictly observed.

45. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

46. Freight trains taking siding where it is necessary for them to open their own switch, and necessary to apply train (automatic) brakes must be brought to a stop and sufficient time allowed to insure release of all brakes in train before an attempt is made to start, one or one and one-half minutes generally is required to insure such release; enginemen must be governed by gauge as well as time duration in this work.

Where train (automatic) brakes have been applied for any cause and speed reduced to as low as fifteen miles per hour, except in grade work where average speed is fifteen miles or lower, stop should also be made and time duration as outlined above recognized before attempt is made to start.

Where undesirable action of brake is noticed, enginemen must place handle of brake valve in lap position and allow train to come to stop, employing the same means to insure all brakes releasing before attempt is made to start again.

Special attention of trainmen must be given in these instances to see that all brakes on rear end of train have released.

47. At lay over points for passenger equipment, where there are no car inspectors, crews will make air brake test before starting on initial trip, as follows: train will be fully charged, engineman then apply air brakes; trainmen will examine each car to see whether all brakes are applied. If all brakes apply, trainmen will signal engineman to release them, by sounding air whistle signal four times using signal cord on rear car. Trainmen will then again examine each car in train to see that all brakes re lease, and report condition to engineman.

USE OF RETAINERS

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers. but all those accessible will be turned down at that point, balance at first stop west, When necessary eastward trains make stop Pershing, retainers may be turned up at that point instead of Apex.

FREIGHT TRAINS

Descending grade Beaumont to Edom, also on Pasadena and Crafton lines, following will govern:

Trains consisting of all loads, retainers will be turned up on all cars, including equalizers.

Trains consisting of 75 per cent or more P. F. E. loaded cars, retainers on the 20 head cars will be turned up and on balance of train on each alternate car.

Trains consisting of loads and empties, retainers will be turned up on all loads and on each alternate empty.

Trains consisting of all empties, retainers will be turned up on 5 head cars, and every third one in balance of train.

When necessary stop at Pershing, retainers may be turned up that point instead of Apex.

Descending grade Beaumont to Colton: one retaining valve will be used for each 140 Ms contained in the train. After ascertaining number of retaining valves required, ten of these will be turned up on the first ten cars behind the engine, and the remainder will be distributed as evenly as possible throughout the balance of the train to the caboose.

Retainers will be turned down at Redlands. Speed of train will be reduced to 15 miles per hour unless train is stopped there for inspection or other reasons.

Retainers will be turned up on the first ten cars behind the engine on westward freight trains Alhambra to Los Angeles yard.

San Fernando to Burbank: Retainers will be used on all freight trains having over 120 Ms per operative brake. One retainer will be used for each 150 Ms contained in the train. After ascertaining the number of retainers to be used, ten of these will be turned up on the first ten cars behind the engine and the remainder will be distributed as evenly as possible throughout the train to the caboose.

Tunnel to Saugus and Tunnel to San Fernando, retainers will be used in the manner outlined above, if, in the opinion of the engineer, they are necessary.

GENERAL

Where retainers used speed of freight trains on any grade over 1 per cent must not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restrictions does not affect speed on heavy grades or other locations where maximum now provided.

DERAILS IN MAIN TRACK

COVINA LINE

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8 (branch).

CRAFTON LINE

Crafton—163 feet west of west switch, mile post 551.1.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA LINE

Calipatria—174 feet east of junction switch M. P. 676.05.

WESTMORELAND LINE

Calipatria—171 feet east of junction switch M. P. 676.05.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT BETWEEN KNOB AND INDIO MUST NOT EXCEED 60 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 6 DEGREES AND OVER.

NO FREIGHT TRAIN OR LIGHT ENGINE SHALL EXCEED A SPEED OF 20 MILES PER HOUR AROUND CURVES OF 6 DEGREES OR OVER. SUCH CURVES LOCATED AS FOLLOWS:

SANTA BARBARA AND BURBANK

Between	M. P.	M. P.	Curve
Wave-Benham..........	383.72	383.76	7° 30′
Hasson Chatsworth.....	442.62	442.77	6° 00′
“ “	443.00	443.25	6° 00′
“ “	443.42	443.71	6° 00′
“ “	444.03	444.39	6° 00′

SAUGUS AND LOS ANGELES

Between	M. P.	M. P.	Curve
Saugus.................	449.8	449.25	6° 00′
Tunnel.................	456.38	456.48	6° 00′
Magazine...............	456.89	457.00	6° 00′
“	457.11	457.24	6° 08′
1st Crossing L. A. River.	480.79	480.83	10° 00′

LOS ANGELES AND YUMA

Between	M. P.	M. P.	Curve
River Sta. Twr. Miss. Jct	482.06	482.17	6° 11′
Ordway El Casco.......	551.78	551.97	6° 03′
Araz Jct. Araz..........	726.48	726.71	8° 00′
Colorado-Yuma.........	732.13	732.30	8° 00′

In addition, at Niland there is a 7 degree curve from M. P. 667.62 to 667.84.

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M.P.H.
Light engines running ahead except 2-10-2, 3653 and higher..................	35
Yard engines..	20
2-10-2 Class in passenger service as follows:	
(a) On Tangent track..............................	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2 in other service 30 miles per hour except between Knob and Indio and between Edom and Indio 35 miles per hour on tangent track and curves of less than 6 degrees, and 15 miles per hour on curves of 6 degrees and over.	
5000 Class in passenger service as follows:	
Tangent track..............................	45
Curves 7 to 10 degrees..............................	25
On lighter curves: Same restrictions as applicable to engines of lighter type.	
2900 class, 4200 class—in passenger service..............	40
4000 class—in passenger service..............................	35
Freight consolidation—in passenger service and Mikado Type............	45
Engines backing coupled in trains or light on main track..................	25
Same on Branches..............................	20
Trains handling relief outfit on main track, and Santa Ana Branch........	25
Branches (except Santa Ana)..............................	15

The following restrictions indicated by slow boards placed ¼ mile from point of restriction:

Page		Psgr. m. p. h.	Frt. m. p. h.	Lgt.Eng. m. p. h.
2, 3	Santa Barbara Yard, between outside switches	15	15	15
2, 3	M. P. 372 and 1410 feet east..................	10	10	10
2, 3	Between East switch Wave and distant signal west of Sea Cliff..................	45	30	30
2, 3	M. P. 390.04 and 391.23..................	45	35	35
2, 3	M. P. 396.67 and 396.87..................	45	35	35
2, 3	Ventura City Limits..................	10	10	10
2, 3	West end Tunnel 26 and M. P. 444.39 east of Hasson..................	30	20	20
4, 5	Between M. P. 451 and 455, east of Saugus except:	..	25	25
4, 5	M. P. 451.54 and 451.74..................	45	25	25
4, 5	M. P. 453.35 and 453.53..................	45	25	25
4, 5	West end Tunnel 25 and M. P. 458.14........	30	20	20
4, 5	M. P. 458.14 and M. P. 462, except..........	..	25	25
4, 5	M. P. 458.80 and M. P. 458.94..................	45	25	25
4, 5	Over Street Crossings east and west of Station San Fernando..................	25	25	25
4, 5	Through cross-overs Burbank Jct. Tower....	30	30	30
4	Signal 4802 to 1800 feet west of River Station Tower..................	25	15	15
4, 5	On third track between Glendale Tower and west lead New Yard..................	..	15	15
5	1800 feet west of River Station Tower to Signal 4803..................	25	15	15
4, 5, 6, 7, 15	Los Angeles, between Clement Jct. Aurant, and 1800 feet west of River Station Tower.	8	8	8
12	Ojai Line (except as below)..................	20	20	20
12	M. P. 407 and 408..................	10	10	10
12	Montalvo and Saugus (except as below).....	40	25	25
12	M. P. 414.06 and 414.20..................	30	18	18
12	Through city limits Santa Paula..............	15	15	15
12	M. P. 431.62 and 438.10..................	25	18	18
12	M. P. 439.05 and 439.41..................	25	18	18
12	M. P. 440.93 and 441.35.................. (reverse curves Del Valle)	15	15	15
12	M. P. 441.35 and 441.96..................	25	18	18
12	Engines backing, four above locations.......	12	12	12
12	M. P. 444.20 and 444.84..................	30	18	18
12	Chatsworth and Burbank via Van Nuys.....	25	20	20
6	Over switch end of double track Alhambra..	15	15	15
6, 7	Through city limits El Monte	20	20	20
6, 7	Pomona, 2640 feet each side Station.........	15	15	15
6, 7	Pomona, Jct. switch and 1161 feet west.....	15	15	15
6, 7	Ontario, 2640 feet each side station.........	20	20	20
6, 7, 8, 9	Through city limits Colton..................	15	15	15
6, 7	M. P. 537 and Colton..................	30	20	20
6, 7, 8, 9	Between Outside switches Colton..........	12	12	12

(Continued on page 21)

SPECIAL INSTRUCTIONS—Concluded.

RESTRICTIONS—Continued

Page		Psgr. m. p. h.	Frt. m. p. h.	Lgt. Eng. m. p. h.
8, 9	M. P. 540 and 546.3 (descending grade)	..	25	35
	M. P. 546.3 and 567 (descending grade)	40	20	35
	M. P. 551.77 and 551.97	30	20	20
	M. P. 567 and 588 (descending grade)	40	18	35
	M. P. 588 and 599 (descending grade)	..	30	35
	M. P. 599 and 610 (descending grade)	..	35	35
8, 9, 10, 11	Between Outside switches, Indio	12	12	12
15	Clement Jct. and Firestone Park (except)	30	20	20
15	Vernon, 783 ft. east Clement Jct. and Slauson Ave., 9340 feet	20	20	20
15	Huntington Park, Slauson Ave. and Florence Ave., 5372 feet	15	15	15
15	Between Firestone Park and San Pedro (except as below)	40	30	30
15	Compton, over Orange and Olive Sts	20	20	20
15	Compton, over Main St.	8	8	8
15	Thenard and Fifth Street, San Pedro	15	15	15
15	Over Drawbridge, San Pedro	20	20	20
15	Long Beach Line	20	15	15
17	Whittier Line	20	15	15
15	Between Crossover Switches at end of double track and opposite station building, Firestone Park	15	15	15
16	Santa Ana and Firestone Park (except as below)	40	30	30
16	West Anaheim and 1 mile east of Anaheim	15	15	15
16	Santa Ana, 3208 feet west and 2132 feet east Station	12	12	12
16, 17	Santa Ana and Newport, Huntington Beach and Stanton Jct.	30	25	25
17	Newport and Huntington Beach	20	20	20
17	Between Los Alamitos and West Anaheim	20	15	15
17	Tustin Line	20	15	15
17	Long Beach Line between P. E. Crossing and Anaheim Road	8	8	8
16	West Anaheim and West Anaheim Jct. via Miraflores	15	15	15
	Power heavier than Mogul not to be used.			
13	Pasadena Line	15	15	15
..	Hope Street Crossing, Pasadena	6	6	6
13	Duarte Branch (except as below)	30	20	20
13	Over Main St. crossing, West Alhambra (westward trains stop before crossing Main St.) eastward trains	6	6	6
13	Covina Line (except Consolidated engines)	40	25	25
13	Covina Line, Consolidated engines	20	20	20
13	La Verne, 7958 ft. west and 3336 ft. east station	40	25	25
13	Chino Line	25	18	18
13	Chino Line, Ontario Jct. switch and 2570 feet west	20	20	20
13	Bryn Mawr and Crafton	25	20	20
13	Over all crossings, City of Redlands	10	10	10
13	Between San Bernardino and Riverside	35	20	20
13	San Bernardino across Second, Rialto and Mill Streets	20	20	20
10, 11	Knob and Indio	60	..	..
10, 11	Araz Jct. and West Switch, Araz	30	20	20
10, 11	West Switch, Colorado and Yuma	12	12	12
14	Westmorland Line and Laguna Dam Line	20	20	20
14	Over Main Street crossing, El Centro	6	6	6
14	Over Main Street crossing, Calipatria	12	12	12
14	Over Alamo Bridge between Calipatria and Rockwood	30	20	20
14	Between outside switches, Heber	30	30	30
14	Sandia Branch	25	25	25

3600, 3700 and 4300 class engines must not be used on any branch line, or between Montalvo and Saugus.

Engines heavier than Consolidation must not be used between Los Angeles and Santa Ana or on following branches; Burbank, Chino, Redlands, Sandia, San Pedro.

Engines heavier than C 2 class must not be used on Pasadena and Duarte branches.

Engines heavier than Mogul must not be used on following branches; Ojai, Long Beach, Whittier, Newport, Los Alamitos, Tustin, Westmorland, Laguna, except Consolidations may be used between Ventura Jct. and Ortonville, Ojai branch.

Atlantic and Pacific type of 8-wheel engines over 75,000 lbs. on drivers; 10-wheel engines over 100,000 lbs. on drivers; Mogul engines over 126,000 lbs. on drivers; 12-wheel or consolidation type engines over 125,000 lbs. on drivers and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the Ojai Line.

Engines of more than 126,000 lbs. on drivers will not exceed speed of 12 miles per hour between MP 407½ and 411, Ojai Line.

Trains handled by consolidation engines will not exceed ten miles per hour between Redlands Second street and Crafton Stations.

Engines heavier than Consolidation must not be used on high line, San Pedro.

Engines heavier than light Moguls not exceed 6 miles per hour on sidings Duarte branch.

Engines heavier than Consolidation must not be used on Declez Line south of crossover to hog ranch.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed 6 miles per hour on following tracks in Indio yard; train yard tracks, old and new, Long Siding, caboose tracks, side tracks west of freight house.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed speed of 4 miles per hour on following tracks in Colton yard:

Yard Tracks 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 14. Corral Track, Scale Track, Caboose Track.

Engines heavier than Consolidation must not use oil unloading track, Beaumont.

Consolidation engines must not exceed 5 miles per hour on Limoneria Spur, Santa Paula Line.

Speed must not exceed 5 miles per hour on Rice's Spur and engines heavier than Consolidations must not be used.

2-10-2 engines must not exceed 8 miles per hour on No. 7 turn-outs and all slip switches. This class engine must not be used over following tracks: Guasti, Winery Spur; Ontario, Cutler Lobinger Spur, Union Oil Co. Spur, Old Chino Line to Standard Oil Spur; Pomona, both back team tracks, Winery Spur, Storage track.

Trains handling large loaded oil cars will not exceed 12 miles per hour on following branches: Los Alamitos, Long Beach, Laguna, Ojai (west of Ortonville), Whittier, Newport, Redlands, Tustin and Declezville spur, except not exceed 15 miles per hour between Stanton Jct. and West Anaheim or 20 miles per hour Santa Ana and Costa Mesa and Huntington Beach and Stanton Jct., also not exceed 15 miles per hour between Piru and Kemp.

On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and mate girder rail switch. Speed of all trains through this switch is restricted to 8 miles per hour. Road engines must not pass over this switch against current of traffic.

Engines must not go on private car track Pasadena beyond water plug except to set out or pick up private cars.

Train or engines will approach Ninth Street crossing at Colton with caution at a speed not to exceed 10 miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will come to a stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing.

Where ground is soft, speed must be 10 miles per hour or less.

Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding a speed of eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 509.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Between	Height	Description
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 10 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	21 ft. 4 in.	Tunnel No. 28.
423.0	Sespe and Brownstone	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
446.2	Castaic and Saugus	20 ft. 6 in.	Santa Clara River.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant	21 ft. 9 in.	L. A. River.
547.3	Motor Jct.-Redlands 2d St	19 ft. 6 in.	Mill Creek.

Los Angeles Yard:	Impaired:
Los Angeles River Bridge, West end Midway Yard	Side
Footbridge, River Station Tower	Overhead
Capital Milling Co. Bldg.. River Station Tower	Side and Overhead
L. A. Junk Co., River Station Tower	Side and Overhead
Paraffine Paint Co. warehouse, Naud Jct.	Side and Overhead
L. A. River Bridge, Mission Jct.	Side
Llewellyn Iron Works, House Spur	Side
Lacey Mfg. Co., Gate frame	Side
Lacey Mfg. Co., Crane on their spur Inside Yard	Overhead
L. A. Farming & Milling Co., Commercial and Alameda	Side and Overhead
L. A. Warehouse, Commercial and Alameda	Side and Overhead
J. A. Roebling, Market and Alameda	Side
Adrien Loeb, Market and Alameda	Side
Panama Warehouse, Market and Alameda	Side
Union Hdw. & Metal Co., First and Alameda	Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles	Side
Bohnhoff Spur, Fourteenth and Alameda Sts.	Side
Southern California Hardwood Co., 15th and Alameda	Side
Oil Well Supply Co., Alameda at Naud Jct.	Side
L. A. Brewing Co., Alhambra Ave.	Side and Overhead
Griffin Car Wheel Co., Vernon	Side
Saugus—Oil tanks, main track	Side
Santa Paula—Pump house, siding	Side
Oxnard—Platform lime pit track Ventura County Ry.	Side
(Use extreme care entering this track)	
Pacoima Gravel Pit Spur—Posts on each side	Side
Alhambra—Braun Iron Works	Overhead
Firestone Park—Stock chute	Side
Compton—Shed in Union Rock Co. plant	Side and Overhead
(Do not switch cars beyond this point)	
San Pedro:	
S. P. Slip platform	Side
S. P. High wharf 10th Street	Side
E. K. Wood Lumber Co., fire house	Side
E. K. Wood Lumber Co., drinking fountain	Side
Consolidated Lumber Co., platforms tracks 6 and 7	Side
Slauson Ave.—Cal. Vegetable Co. platform	Side
Whittier—Citrus Association Packing House	Side
Whittier—U. P. Ry. trestle west end Citrus Assn. house	Side
Norwalk—Stock chute	Side
Norwalk—Cement platform house track	Side
Buena Park—Beet dump	Side
West Anaheim—Stock chute	Side
Anaheim—Walnut Growers Association house	Side
Stanton—Beet dump	Side
Los Alamitos:	
Los Alamitos Sugar Co., track rock pile	Side
Los Alamitos Sugar Co., building	Overhead
Los Alamitos Sugar Co., power house	Side
Stock chute	Side
Water Column No. 2, two-inch pipe	Side
Santa Ana—Oil pipe at round house	Side

SPECIAL INSTRUCTIONS—Continued.

Santa Ana—Liggetts Warehouse....................Side and Overhead
Huntington Beach—Telephone wires at Highway Crossing....................Overhead
Tustin—David Hewes Packing House electric wire....................Overhead

McPherson:
Cavanagh & Towhy Rock Co., bunkers....................Side
Orange County Rock Co., power bench....................Side
Cavanagh & Towhy Rock Co., two bridges and three chutes....................Overhead
Orange County Rock Co., three chutes, five waste water pipes and bridges....................Overhead

Fence on north side of track just west of Reseda is not standard clearance.

Clearance is impaired by store room building Rivas Rock Quarry.

Load line clearances permissible Tunnel 26:

From top of rail to 12 ft. above top of rail maximum width of load is 14 ft. or 7 ft. on each side of center of track.

At 14 ft. above top of rail maximum width of load is 13 ft. 6 in. or 6 ft. 9 in. each side of center of track.

At 16 ft. above top of rail maximum width is 11 ft. 6 in. being 5 ft. 9 in. each side

At 18 ft. above top of rail maximum width is 7 ft. 6 in., or 3 ft. 9 in. each side of center of track.

Maximum height of permissible clearance over center of track is 19 ft. 2½ in.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, El Centro, Calexico, and tracks 5, 6, 7 Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

At the plant of Orange County Rock & Gravel Co. located at Frink there are three power wires and two telephone wires passing over the spur on which cars are set for loading. These wires clear the top of the rail at a distance of 18 ft. No cars except gondolas and flats must be handled over this spur. S. P. engines must not pass under power line crossing near the bunkers

Following water tanks are not standard clearance: Saugus, Piru, Santa Paula, Chatsworth, Guasti, Cabazon, Palm Springs, Imperial, Calexico, Pomona, Colton and El Casco.

Following water columns are not standard clearance: Palm Springs, Moorpark, Somis, Oxnard (east column on siding), Ventura.

Employes are warned that it is dangerous to ride on top or sides cars at above mentioned points.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS--POUNDS

CLASS	All Steel	Steel Underframe	Wood
Baggage 60 ft.	92,100	......	......
" 66 ft.	127,400	......	......
" 70 ft.	121,300	......	......
"	......	......	77,600
" (Dynamo)	102,700	......	......
Baggage and Mail 60 ft.	102,200	......	......
" " " 69 ft.	123,900	......	......
" " " 70 ft.	127,500	......	......
" " "	......	97,800	78,600
Baggage and Passenger	117,250	......	72,300
Baggage (C.M.&St.P.)	125,000	......	......
Express, Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	......	70,000
" " (A.R.E.) 40- 154	......	78,000	......
" " " 155- 224	......	89,000	......
" " " 500- 506	......	110,000	......
" " " 1101-1175	......	85,000	......
" " (P.F.E.) 500- 799	......	83,000	......
Tea and Silk	......	......	48,100
Express, Horse	129,300	......	79,400
Postal	112,000	......	......
Postal Storage 40 ft.	74,100	......	......
" " 60 ft.	105,100	......	......
Club	146,300	121,800	......
Official	170,500	137,300	101,700
" (CM&StP)	141,000	......	......
Chair	101,700	......	84,800
Coaches 60 ft.	100,100	......	......
" 70 ft.	136,800	......	......
" 72 ft.	138,900	......	......
" 72 ft. Interurban	120,000	......	......
" (CM&StP)	133,000	......	......
"	......	......	75,000
All-Day Lunch, Chair	100,500	......	......
" " " Coach	96,300	......	......
Cafe-Coach	......	......	117,200
Diner 70 ft.	......	134,900	129,000
" 72 ft.	154,400	146,900	133,500
" 77 ft.	153,300	156,600	......
" 79 ft.	167,500	......	......
Cafe-Observation	......	......	119,000
Observation	......	137,700	122,000
Pullman Observation	163,600	153,000	......
" Parlor	155,600	147,500	......
" Standard Sleeper	164,600	144,000	......
" Tourist	140,600	133,000	......
CM&StP Tourist Sleeper	141,000	......	......

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Los Angeles	Dr. G. S. Hall	Division Surgeon.
Los Angeles	Dr. M. T. Steele	Assistant Surgeon.
Los Angeles	Dr. R. W. Starr	Assistant Surgeon.
Los Angeles—(Inglewood and Hyde Park)	Dr. E. D. Charland	District Surgeon.
Los Angeles—(Huntington Park)	Dr. J. C. Rogers	District Surgeon.
Los Angeles—(Eagle Rock)	Dr. Marion M. Null	District Surgeon.
Los Angeles—(Belvedere Gardens)	J. P. Mortenson	District Surgeon.
Los Angeles—(Hollywood)	Dr. R. W. Avery	District Surgeon.
Los Angeles—(Riverside Gardens)	Dr. Wm. A. Dashiel	District Surgeon.
Los Angeles	Dr. E. G. Goodrich	Visiting Surgeon. White Memorial Hospital.
Los Angeles	Dr. E. A. Bryant	Consulting Surgeon.
Los Angeles	Dr. Geo. W. McCoy	Oculist and Aurist.
Los Angeles	Dr. R. O. Bullis	Assistant Oculist and Aurist.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	Emergency Surgeon.
Long Beach	Dr. C. H. Woods	Emergency Surgeon.
Long Beach	Dr. E. C. Renfrew	Emergency Surgeon.
Wilmington	Dr. Guy Shirey	District Surgeon.
San Pedro	Dr. R. J. Thompson	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Whittier	Dr. W. H. Stokes	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Buena Park	Dr. A. H. Foster	Emergency Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. D. F. Royer	Emergency Surgeon.
Santa Ana	Dr. C. D. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball	Assistant District Surgeon.
Pasadena	Dr. F. C. E. Mattison	District Surgeon.
Arcadia	Dr. C. B. Caldwell	Emergency Surgeon.
Monrovia	Dr. L. N. Wheeler	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. W. S. Wilcox	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. D. Reed	Emergency Surgeon
Pomona	Dr. Edwin P. Wallace	District Surgeon.
Chino	Drs. Reed and Miller	Emergency Surgeons.
Ontario	Dr. G. J. Fleming	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. W. F. Prichard	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
Redlands	Dr. G. G. Moseley	District Surgeon.
Riverside	Dr. S. H. Keller	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. Russell M. Gray	District Surgeon.
Niland	Dr. C. B. Tregloam	Emergency Surgeon.
Calipatria	Dr. F. F. Malone	District Surgeon.
Brawley	Dr. Eugene LaBaron	District Surgeon.
Brawley	Dr. J. C. Hill	Assistant District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F W. Peterson Dr. W. W. Apple	District Surgeons.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. P. N. Sims	District Surgeon.
Calexico	Dr. A. L. Rice	Assistant District Surgeon.
Mexicali	Dr. Carlos Davila	District Surgeon.
Yuma	Drs. J. A. and H. D. Ketcherside	District Surgeons.
Yuma	Dr. George E. Shields	District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Owensmouth	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. J. E. Wheat	District Surgeon.
San Fernando	Dr. E. F. Kinne	Assistant District Surgeon and Oculist and Aurist.
Newhall	Dr. W. D. Drake Dr. G. F. Stevensen	Emergency Surgeons.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. Raymond T. Francis	Emergency Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. H. L. Shurmeier	District Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist
Palmdale	Dr. F. P. Brockett	District Surgeon.

LOCATION HOSPITAL STRETCHERS.

Saugus
San Fernando
Santa Barbara
Los Angeles
San Pedro
Pomona
Colton
Banning
Indio
Niland
El Centro
Calexico

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS.

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES--LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton and Indio	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard, Saugus and Montalvo
E— 5	E—69 18/24 69	1383, 1396, 1397, 1401, 1387	165	830	1600	980	2040	460	1200	1130	1750	1600	360	400	950
E—23 E—23	E—73 20/24 89 E—73 20/24 92	1433 to 1458	190	1150	2190	1350	2780	650	1650	1550	2400	2190	510	570	1510
E—24	E—69 18/26 74	1464 to 1467, 1469, 1471	165	910	1720	1070	2100	510	1310	1220	1900	1720	390	440	1010
E—27	E—73 20/26 113-S	1526 to 1540	210	1440	2700	1690	3330	820	2060	1920	3000	2700	640	710	1600
M— 4 M— 4 M— 4	M—63 20/28 126 M—63 20/28 128-S M—63 20/28 135-S	1615 to 1719	190	1610	2920	1870	3380	940	2270	2100	3300	2920	730	820	1730
M—6, 9 M—6, 8	M—63 21/28 150-S M—63 21/28 159-S	1720 to 1803, 1828 to 1830	200	2000	3610	2320	4160	1190	2800	2590	4050	3610	930	1030	2150
M— 9 M— 9	M—63 21 28 150-S M—63 21 28 150-SF	1804 to 1822	210	2110	3800	2450	4330	1260	2920	2740	4300	3800	990	1090	2270
T— 9	T—57 18/24 96	2155, 2175, 2180	170	1090	2020	1280	2310	630	1540	1430	2250	2020	490	540	1190
T— 9 T— 8	T—57 18/24 83 T—57 18/24 87	2160 to 2165, 2167, 2171, 2173 2174, 2176 to 2179, 2181, 2183	160	1030	1890	1200	2220	600	1460	1350	2100	1890	460	520	1120
T— 3	T—69 20/26 113	2212 to 2220	180	1260	2360	1470	2740	720	1790	1680	2600	2360	550	620	1390
T— 2	T—63 19/24 105	2221 to 2234	160	1000	1890	1180	2310	570	1440	1340	2100	1890	340	490	1120
T— 1	T—63 20/26 112	2235 to 2273	180	1430	2620	1670	3080	840	2000	1850	2900	2620	660	730	1560
T—25	T—69 20/28 134	2275 to 2280	200	1530	2840	1790	3430	880	2180	2030	3200	2840	680	760	1690
T—26	T—69 21/28 152-S	2283 to 2300	200	1780	3280	2070	3900	1040	2510	2340	3650	3280	820	910	1960
T—23	T—63 21/28 148-S	2301 to 2308	210	2120	3810	2460	4400	1260	2960	2730	4300	3810	990	1100	2280
T—28	T—63 22/28 162-S	2311 to 2352	210	2310	4160	2680	4800	1370	3240	3000	4700	4160	1080	1190	2480
T—31 T—32	T—63 22/28 162-S T—69 23/28 174-S	2353 to 2362 2363 to 2370	200	2160	3920	2520	4500	1270	3050	2830	4450	3920	1000	1100	2330
T—32	T—69 23/28 174-S	2371 to 2384	210	2300	4190	2670	5040	1360	3200	2980	4650	4190	1080	1200	2530
P—1, 3	P—77 22/28 141-S	2400 to 2437	210	1790	3350	2100	4080	1020	2560	2380	3750	3350	800	890	1980
P— 5	P—77 22/28 141-S	2438 to 2452	200	1710	3190	2000	3690	980	2430	2270	3550	3190	760	850	1890
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	4170	2620	5110	1310	3190	2980	4650	4170	1030	1140	2490
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	4430	2800	5430	1410	3400	3180	4950	4430	1120	1240	2660
P—10	P—73 25 30 181-SF	2478 to 2483	200	2530	4640	3010	5440	1440	3600	3300	5200	4640	1110	1240	2750
P—10	P—73 25 30 183-B, 63-SF	2484 to 2491	200	2620	4840	3130	5760	1480	3930	3600	5400	4840	1120	1270	2860
P—12	P—73 27/28 186-S	3120 to 3129	190	2600	4850	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
C—9, 10 C—9, 10 C— 8 C— 5 C— 5	C—57 22/30 200-SF C—57 22/30 194-S C—57 22/30 192-S C—57 22/30 187-S C—57 22 30 185-S	2513 to 2599, 2752 to 2857 2698 to 2751 2624 to 2679 2680 to 2693	210	2560	4590	2960	5220	1530	3590	3300	5200	4590	1200	1320	2720
C— 5 C— 5	C—57 22 30 180 C—57 22/30 178	2624 to 2679 2680 to 2693	200	2290	4120	2650	4660	1370	3190	2950	4600	4120	1070	1180	2430
C— 2 C— 4	C—57 22/34 180-S C—57 22/34 183-S	2600 to 2611 2612 to 2623	190	2310	4130	2610	4680	1400	3430	3120	4950	4130	1080	1190	2400
C— 2 C— 4	C—57 22/34 172 C—57 22/34 176	2600 to 2611 2612 to 2623	185	2210	3960	2500	4490	1330	3130	2840	4500	3960	1020	1130	2290
TW— 8	TW—54 21/32 155	2914 to 2923	180	1920	3460	2180	3920	1150	2730	2470	3950	3460	880	980	1990
TW— 6	TW—50 20/26 110	2954	160	1490	2710	1730	3160	870	2110	1940	3100	2710	670	750	1580
A— 3	A—81 20/28 112-S	3025 to 3071	210	1370	2630	1610	3090	770	1970	1860	2900	2630	600	670	1560
MK— 2	MK—57 23¾/30 206-S	3200 to 3215	210	3020	5400	3490	6130	1780	4700	4330	6150	5400	1420	1570	3200
MK— 4	MK—57 23¾/30 206-S	3216 to 3240	200	2850	5110	3300	5760	1670	4000	3680	5800	5110	1330	1470	3020
MK—5, 6	MK—63 26/28 210-S	3241 to 3277	200	3090	5560	3590	6400	1850	4340	4010	6250	5560	1450	1610	3320
F— 1	F—63 27½/32 273-S	3600 to 3652	200	3750	6700	4340	7610	2250	5260	4840	7600	6700	1760	1950	3980
F—4, 5 F— 5	F—63 29½/32 306-B, 61-SF F—63 29½/32 306-B, 62-SF	3668 to 3763 3764 to 3768	200	4530	8330	5370	8000	2700	6590	6050	9000	8000	2130	2330	4790
MC— 2 MC— 4	MC—57$\frac{26-40}{30}$ 394 MC—57$\frac{26-40}{30}$ 398	4000 to 4016 4017 to 4028	200	5330	9000	6020	8000	3000	7470	6880	9000	8000	2570	2820	5530
MM— 2	MM—63 $\frac{25-38}{28}$ 320	4200 to 4211	200	3820	6850	4440	8000	2270	6120	5660	7800	6580	1770	1960	4060
Mt—1	Mt—73 28/30 246-B, 60-SF	4300 to 4327	210	3530	6490	4120	7270	2070	5240	4870	7000	6490	1620	1800	3840
		Allowance for Empty and Underloaded Cars — Less than 40 Ms.		3	3	3	3	3	6	6	6	6	3	3	6
		40 Ms. to 50 Ms.		0	0	0	0	0	3	3	3	3	0	0	3
		More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0	0

Rating of through trains east will be those shown in Column No 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighting 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Los Angeles to Ontario	1.14	4.00	1.19
Ontario to Colton	0.64	0.00	0.64
Colton to Los Angeles	1.16	2.00	1.24
Colton and Indio	1.95	3.25	2.08
Indio to Yuma	1.00	0.00	1.00
Yuma to Indio	1.00	1.50	1.05
Los Angeles and Santa Barbara (via Oxnard)	1.00	0.00	1.00
Montalvo and Saugus, (East and West)	0.90	10.00	1.30
Los Angeles to Saugus	2.00	6.13	2.24
Saugus to Los Angeles	2.07	4.50	2.25
Niland and Araz Junction (Inter-California Railway Line)	0.60	0.00	0.60

TRAINMASTERS

E. J. KELLUM	Los Angeles Yard
H. R. HUGHES	Los Angeles Yard
B. W. MITCHELL	Indio
G. E. DONNATIN, Terminal Trainmaster	Los Angeles Yard

CHIEF TRAIN DISPATCHER

J. A. DAY	Los Angeles

ASST. CHIEF TRAIN DISPATCHERS

T. W. McKINLEY	Los Angeles
G. H. MARSH	Los Angeles

ROAD FOREMEN OF ENGINES

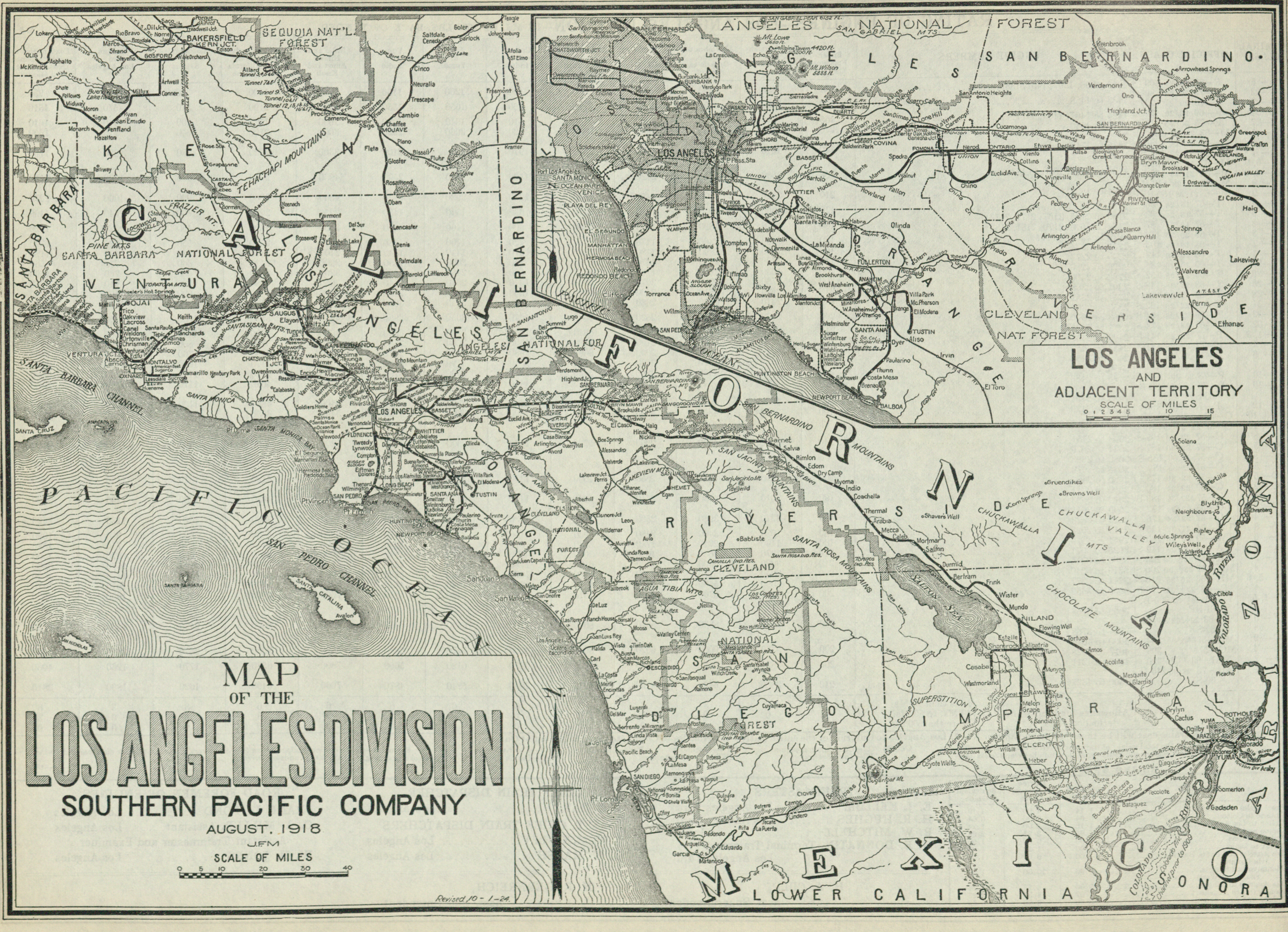
FRANK La FOND	Los Angeles
C. A. MILLER, Assistant	Los Angeles

Assistant Trainmaster and Examiner

W. H. JONES	Los Angeles

H. A. CULP,
Asst. Superintendent.

H. R. GERNREICH,
Asst. Superintendent.



MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918

J.F.M

SCALE OF MILES

LOS ANGELES AND ADJACENT TERRITORY

SCALE OF MILES

Revised 10-1-24.

CALIFORNIA
MEXICO
LOWER CALIFORNIA
SONORA
ARIZONA
PACIFIC OCEAN
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA MTS
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SUPERSTITION MT.
SALTON SEA
COLORADO RIVER
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA MONICA BAY
SANTA CRUZ
SANTA CATALINA
SANTA BARBARA
SAN NICHOLAS
BAKERSFIELD
MOJAVE
LANCASTER
SAUGUS
VENTURA
SANTA BARBARA
OXNARD
SAN FERNANDO
BURBANK
PASADENA
LOS ANGELES
LONG BEACH
SAN PEDRO
SANTA ANA
ANAHEIM
FULLERTON
RIVERSIDE
SAN BERNARDINO
COLTON
REDLANDS
POMONA
ONTARIO
BANNING
INDIO
MECCA
NILAND
IMPERIAL
EL CENTRO
CALEXICO
YUMA
SAN DIEGO
ESCONDIDO
OCEANSIDE
NEWPORT BEACH
HUNTINGTON BEACH
TIJUANA
SANTA MONICA
VENICE
OCEAN PARK
PLAYA DEL REY
REDONDO BEACH
WHITTIER
TUSTIN